

CYCLE NEWS

NATIONAL

Volume XXIII: Number 8: March 5, 1986

\$1.00



**Roeseler D-38
King of Desert**

Honda and Suzuki's **Daytona Superbikes**

**Atlanta Supercross
to Johnson**

Plus: CMC Golden State
Nationals; Florida MX; radial
motorcycle tires; Baja
Journal; local racing
and much more!



**Kevin Schwantz
Suzuki GSXR750 Superbike**

America's weekly motorcycle newspaper

In the WIND BY PAPA WEALEY

Mark Hyde rode a modified Husqvarna Automatic to victory in the opening round of the 1986 AMA National Championship Hare Scrambles Series in Saline, Louisiana, on Sunday, February 23. Fritz Kadlec (Hus) led most of the way but a crash near the end of the race allowed Hyde to take over the lead for good. Kadlec finished second, leading third place finisher Mike Keen (Hus) across the finish line.

Team Honda's Johnny O'Mara will put in a long, hard weekend on March 8-9 when he competes in the Daytona Supercross on Saturday afternoon, jets to Los Angeles Saturday night; and then competes in the L.A. Marathon, a 26-mile foot race, on Sunday.

Graeme Crosby, winner of the 1982 Daytona 200, appears to have retired from motorcycle racing. The New Zealand Yamaha dealer won his home country's Nissan Mobil Series in January, driving a BMW 635CSI, and he has rides lined up for several upcoming car race events this spring. Asked if he'd take time out to compete in motorcycle endurance road racing events as he did last year, Crosby said, "Probably not."

Ed and Gary Fisher have purchased a Honda RS750D dirt tracker from Rob Muzzy for Baltimore, Maryland's Rodney Farris to ride in Camel Pro Series events. Ed Fisher, who won two Grand National Championship races (1952 Langhorne Mile and 1953 Laconia Road Race), and his son Gary, who won the 1972 Loudon National Road Race, operate motorcycle and auto dealerships in Parkersburg, Pennsylvania. Gary, a former Yamaha factory rider who started his pro racing career riding Triumphs out of Gary Nixon's Cockeysville, Maryland, shop, said, "Dad is always wired so he'll get his hands dirty changing tires, but I plan to stay clean by sitting on the pit wall and timing Rodney." Farris, 23, finished 19th in the '85 Camel Pro Series point standings. His best Camel Pro finish to date is a third in the '83 Syracuse Mile.

The AMA's inhouse and field staffs have been growing. New additions to the Pro Racing department include Patrick Murphy, marketing and public relations manager; Bill Tomich, motocross manager; Ned Redway, national motocross tech inspector; and Dee White, department secretary. In addition, two staff veterans have been promoted. Judy Wampler now heads a reorganized Rider Services Department and Pat McCoy serves as marketing and public relations assistant.

Celebrating Kawasaki's 20th year of selling motorcycles in the U.S., Kawasaki dealers are giving away a free one-year subscription to a Petersen Publications magazine to anybody test-riding a 1986 Kawasaki Voyager XII touring bike. Offered magazines include Motorcyclist and Dirt Rider. Participating Kawasaki dealers are also giving away a set of aviator-style

sunglasses to anyone test-riding a ZL600 cruiser and a pocket-sized Casio 21 TV to anybody buying either a KLR250 or KLR600 dual-purpose machine during the Kawasaki 20th Anniversary Bash promotion now underway.

Arai Helmets will provide technical assistance to racers at Daytona International Speedway for Speed Week in a shop on pit row. The company will also demonstrate its Personalized Order Management System (POMS), which allows riders to design a custom helmet paint job with the aid of a computer. More information is available from Arai at 201/567-5707.

The Eighth Annual Big Country Moto Guzzi Rally has been scheduled for May 23-25 in New Cumberland, West Virginia. The 1985 event drew over 300 riders from 29 states. More information is available from Merle Bush, West Virginia State Representative of the Moto Guzzi National Owners Club, 347 Glenn Lane, Follansbee, WV 26037.

Bill Wildt of the Motorsport Advancement Crusade has been invited to submit a letter for publication detailing the Crusade's view of the lack of motorsports coverage on television to Communicator, the Radio Television News Directors Association magazine. Wildt is an outspoken advocate of motorsports getting equal TV sports time compared to baseball, football, etc. More information is available from Wildt at 312/678-3577.

Little known fact: According to Udo Geitl of Team Honda, the company is working on plastic connecting rods for Superbikes; the team currently uses rods machined out of steel billet to replace the titanium rods used in 1984 and 1985. AMA rules outlawed titanium rods for the 1986 season, in hopes of keeping down the cost of Superbike racing.

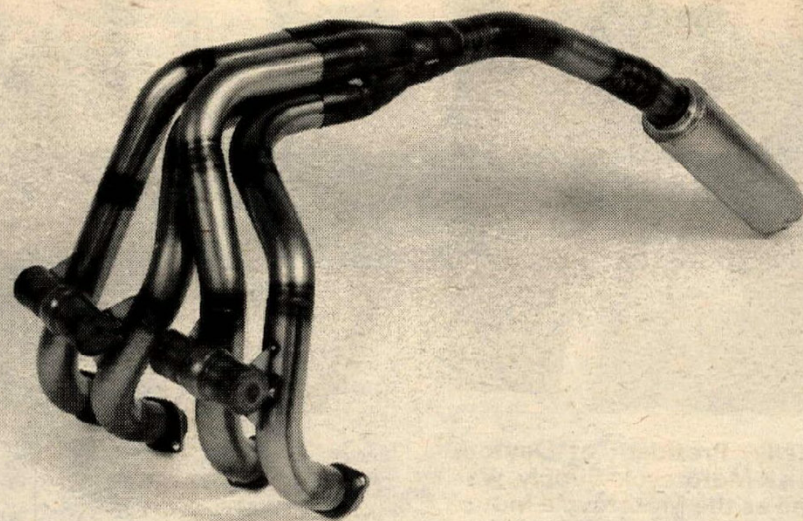
Bert Stuckert, top rider in the BMW Twin Challenge/85 contingency program for AMA Battle of The Twins races last year, will ride BMWs in 1986 with support from R.K. BMW of Deptford, New Jersey and Crane Racing.

Graham Noyce made his return to motocross riding a KTM at Matchams, England to win the Allcomers Winter Championship. Graham, the 1979 500cc Motocross World Champion and five-time British Champion, hadn't been on a track since suffering a skull fracture in a fall off a balcony at his home in England last year.

Nevada desert ace Kevin Welch will marry Rachael Faulds on March 8 in Las Vegas, Nevada. More information is available from Welch at 702/870-2389.

WEA road racing events this year feature \$627,600 in posted contingency awards; 1986 WERA National Endurance Series events have \$195,000 posted, and 1986 WERA sprint races have \$432,600 posted, according to figures just released by WERA. More information is available from WERA at 803/784-3105.

WEA has made several changes in its 1986 National Sprint Road Racing Series. The August 3 date at Watkins Glen, New York has been preempted by an IROC car partice, so WERA will hold a one-day regional



Fujio Yoshimura has filed patent applications in Japan and the U.S. on this new Yoshimura exhaust system for four-cylinder inline four-strokes; the system features chambers linking the head pipes of cylinders one and two and cylinders three and four.



Harley-Davidson's new 1340cc FLST Heritage Softail mimicks the classic styling of the 1949 Harley-Davidson Hydra Glide, with Fat Bob tanks.

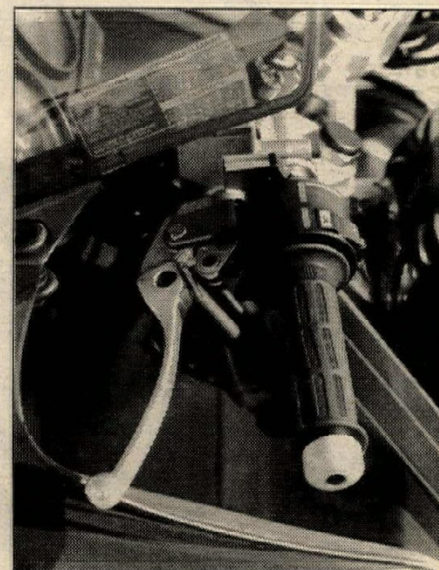
event at Watkins Glen on August 2 and will add an August 30-31 National at Nelson Ledges, Ohio. WERA has also added Nationals at St. Louis, Illinois on August 9-10 and Talladega, Alabama on September 27-28. More information is available from WERA at 803/784-3105.

The Keystone Road Riders of Perkasie, Pennsylvania have scheduled their Ninth Annual Rally for June 21-23 at Evergreen Lake Campground in Moorestown, Pennsylvania. The rally will feature a scenic tour, field events, a Saturday dinner and door prizes; \$20 preregistration includes two nights of camping and the dinner. More information is available from Keystone Road Riders, 818 E. Walnut, Perkasie, PA 18944 or from Joe Lee at 215/672-3300.

AFM road racer Steve Holt has published a 78-page anthology of poetry entitled "Life's a Bitch and Then You Die;" Holt claims the \$7.95 book contains many motorcycle racing-related topics and that it's available from bookstores nationwide or by mail. More information is available from Steve Holt, 1286 Arbor Ave., Los Altos, CA 94022, 415/948-1095.

Former U.S. Trials Champion Curt Comer has taken over Trials Competition USA, a tabloid newspaper dedicated to observed trials. More information is available from Trials Competition USA, P.O. Box 283, Winchester, TN 37398, 615/967-8778.

The Northwest Motorcycle Association is a non-profit organization of 2700 trail riders in the state of Washington, involved in legislative activities, competition and family aspects of the sport. The NMA is sanctioning an off-road series of hare scrambles, enduro and ISDE qualifier events in 1986, and separate enduro series. More information is available from Bob Dyer, 6743 50th Ct. S.E., Olympia, WA 98503, 206/456-1103 or 206/753-2181.



Interesting feature: the 1986 Honda VFR750 has easily adjustable handlebar control levers. Spinning an adjustment wheel moves the lever closer to or farther from the grip. The system was first seen on the 1985 VF1000R.



J.R. Kelly, President of Dayton, Ohio's KK Motorcycle Supply, was honored as the Motorcycle Industry Council's Man-of-the-Year, during the Dealernews Motorcycle & ATV Expo, held in Cincinnati, Ohio, February 15-17. Kelly, a former dirt track racer turned businessman, has been involved in the motorcycle industry for 40 years.

The FIM will only sanction the Grand Prix division of the BoTT race at Daytona. The class will feature a \$6600 purse with \$1915 going to the winner and \$1320 for second place. The Heavyweight Modified class will have a \$4650 purse with the winner taking home \$1350 while the Lightweight Modified class will feature a \$3750 purse with \$1080 going to the winner.

Winners of the two 50-mile Superbike heats at Daytona can earn \$3520 plus a \$1500 bonus from Arai Helmets. Second place can earn \$2360 plus a \$1200 Arai bonus; the 30th and final qualifier in each heat will take home \$100. The heats will determine starting positions for the 200-mile Superbike National by Arai. The total purse for the 200 is \$155,000 including the Arai bonus and both heats of \$25,000 each. Lap money will also be paid in the 200 with the leader of each of the 57 laps getting \$30.

The 28-lap Formula Two race at Daytona will feature a \$25,000 purse with \$4590 going to the winner. An additional \$100 will be paid to the fastest qualifier.

Harley-Davidson held a private banquet following the AMA/Camel Pro Series opener at the Houston Astrodome to celebrate the signing of its 1986 racing team. Road racer Gene Church and dirt trackers Jay Springsteen and Scott Parker will make up the Harley team this year. Mark Tuttle, the vice-president of Engineering and acting race manager, said, "We want to do more than merely compete with Honda on the dirt tracks. Harley-Davidson wants to win that number one plate again, and this group will make it happen." Harley-Davidson pays a contingency award of \$2500 for half-mile and mile wins and \$1000 for TT or short track wins.

The Super Team tested their Yamaha FZ750s recently at the Alabama International Speedway, and according to team manager Tom Tucker, the tests proved to be useful. Lance Jones was the tester in Alabama, but Jay Springsteen and Ricky Graham will join the team for Daytona along with England's Steve Parrish.

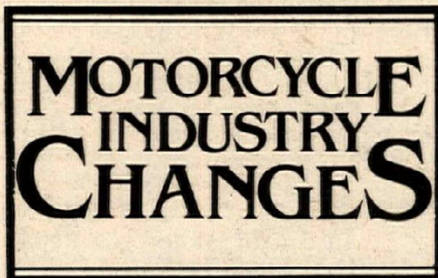


Cosmopolitan Motors is importing the Beta Trekking, a 240cc two-stroke woods bike with reed valve induction and a six-speed transmission. The Trekking using the same chrome-moly chassis as the Beta TR32-33 Trials bikes with aluminum swingarm, single-rear Marzocchi shock and Marzocchi forks. Claimed dry weight is under 200 pounds, retail price is \$2395 and more information is available from 215/672-9100.

The California Off Road Vehicle Association (CORVA) will hold its annual convention and awards banquet at the Catamaran Hotel in San Diego, California, on March 7-9. Speakers will include Assemblyman Steve Peace and Congressman Duncan Hunter. For more information call Lynn Brown at 619/427-1125 or Jim Peterson at 619/486-3093.

Under the terms of a new agreement, UST Inc. will supply Tsubaki chain to Yamaha Motor Corp. U.S. for use by Yamaha's motocross and road racing teams. According to Yamaha Manager of Motorsports Ken Clark, Yamaha riders using Tsubaki chain in 1986 will include motocrossers Broc Glover, Jim Holley, Scott Burnworth, Keith Bowen and Danny Storbeck, along with road racers Jim Filice and John Kocinski.

Kurt Henrickson crashed during practice for the Seattle Supercross and reinjured his neck, which was originally hurt at the 1985 Rosebowl Supercross. He is diagnosed as having a concussion of the spine and originally had no feeling from his neck down. He arms are now hypersensitive to touch and he is in traction at the Harborview Medical Center, 325 9th Ave., Seattle, WA 98104.



Started A motorcycle courier service serving southern California, by Shager Messenger; motorcycle orientated clients receive a discount; for more information call 213/477-0204.

Born To dirt tracker Hank Scott and wife Susan, son Chase Randon, on February 5.

Added Kawasaki and Harley-Davidson dealership to the already existing Jeep and Mazda/AMC Big Island Vehicle Center, Inc., in Hilo, Hawaii, by owner Jackie Yates Holt.

The 1986 Camel Pro team from R.J. Reynolds is set. Curtis Gray and Mickey Hanes will be back as Team Manager and Asst. Team Manager. They will be joined by new staffer, Jennifer Jones, from the public relations department. This year there will be two Miss Camel Pros on the circuit. Vivian Chadbourne will return to do all west coast events plus some in the midwest. In the east, Miss Camel Pro will be Linda Hellund from Winston-Salem, North Carolina.

The members of Crane Racing — Stanford Crane, John Bettencourt, Randy Renfrow and Anders Anderson — will be wearing leathers developed jointly by a Swedish manufacturer and an insurance company. The leathers feature special shoulder, elbow, hip and knee pads plus an in-back protector; using the leathers earns a rider a 10% discount on insurance from the involved company.

A Daytona Speed Week institution, The Roxy Rockwood Radio Show, will move from its home of 15 years, the Hawaiian Inn, to Finky's Country Showplace. The show will run from Monday, March 3 through Sunday, March 9. A 30-minute segment of the show will be broadcast over WNDB (1150 AM) at 10:30 each night.

The Daytona Supercross will feature both the 250cc National and the 125cc Pro/Am on Saturday in front of the main grandstand.

The U.S. Forest Service is asking for input on recreational activities in the Mono Lake National Scenic Area in California. Off-road users can write to Marc Harris, Mono Lake Ranger Station, P.O. Box 10, Lee Vining, CA 93541, if they have or would like to continue using the basin for off-road activity.

Suzuki's team Yoshimura and Team Yamaha first hit the Daytona track with their new bikes on February 25-26, when they conducted combined test sessions. The 200 will mark the return of 1984 World Champion and 1981 and 1982 Superbike Champion Eddie Lawson to Daytona and to Superbike racing. Lawson had 12 Superbike wins and two titles before he jumped over to GP road racing, but Eddie has never won a Superbike race at Daytona.

Dave Wood, who finished second in the 250cc Pro class at the February 1 motocross in the Cow Palace in San Francisco, donated his \$350 winnings to Danny Chandler fund; donations for Chandler are being accepted by the Pro Rider Benefit Fund, 14024 Sylvan, Van Nuys, CA 91401.

THE NATIONAL PAPERS

By Roxy Rockwood

Will the Daytona 200 be the race of the year?

It appears that a negative has been turned into a positive. Let's hope that it's not too late for road racing fans to enjoy this bit of fate and good fortune.

The negative was last year's announcement that there would not be a Formula One race at Daytona this year. Some cried "Foul!" and wanted a boycott of sorts for this year's Daytona Cycle Week, but in recent weeks the negative has been turned around. Depending on who tells you and what you want to believe, this year's Daytona Superbike 200 looks like a return to the good old times when factory teams annually went head-to-head on the high banks in Florida.

The entry list for the '86 Daytona 200 includes the three riders who have won the Superbike Series title the last five years running; they'll meet on the track for the first time. The rider who has won the last five times in a row at Daytona will challenge these past and present Superbike kings as will three Grand National Champion dirt track riders.

Honda has gone from a pair of riders to a quartet of champs. Yamaha has never had an official Superbike team, but they've created a three-rider effort for this year's race. Each of those teams boasts of a former Superbike champ, each has a World Champion title holder, and one team has a former Grand National Champion.

Freddie Spencer, the current 250 and 500cc road racing World Champion, has dominated the Daytona Superbike races like no other rider. Spencer has won the last five times out at Daytona. Joining Spencer on the Honda team is the current (and two-time) Superbike champ, Fred Merkel. The Californian has found Daytona to be his biggest jinx the past two times in March, but he has won there later in the year, three times running. That brings the overall Superbike win total to eight straight for the two Team Honda leaders!

Freddie and Fred are joined this time by 1983 Superbike champ Wayne Rainey and reigning Grand National Champion Bubba Shobert. Shobert won a Camel Pro Formula One National in '84, riding a Superbike-type machine in one of his very few road race outings.

Backing up Lawson on a Yamaha is five-time U.S. Road Race Champion Mike Baldwin, who is returning to the Superbike wars after a year of Formula One only in the U.S. and Europe. Baldwin is the senior Superbike racer, having competed in and won Superbike races since the creation of the division back in the mid-'70s.

The third member of the Yamaha team, and for a time the only factory signee, is Jimmy Filice. The new

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motorcycle newspaper**

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ON THE FRONT PAGE: Kevin Sch-
wartz pilots the Yoshimura GSXR-
750 Suzuki Superbike at Laguna
Seca. See page 10. Photo courtesy
of U.S. Suzuki. Larry Roeseler
(inset) at the D-38 King of the
Desert race. Photo by Paul Car-
ruthers. Story on page 16.

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Voices

Houston

I would like to make some com-
ments on the 1986 Houston AMA In-
door National Short Track. I have
attended this event almost yearly since
1968. This year the crowd was smaller
than I believe it has ever been. The
supercross race on Sunday did nothing
to draw a crowd to the short track.
Instead, they cancelled the TT event
and the TT spectators stayed home
altogether.

The racers stayed home too! The
depth of talented National class riders
was shallow and it showed as each
race strung out in the early laps.
Maybe the cost to set up an indoor
bike (and travel...) was too much to
compete in a single race (no TT
points) which was unlike any other
race on the calendar. The track was
smaller due to portions of the pre-
built supercross track. There was no
real program. It was a newspaper-
quality six-page affair folded around
the latest copy of *Cycle News*. Defi-
nitely not meant to be kept as a
memento. At least all of this has
prompted me to try spectating one of
the other Camel Pro races next year
(hopefully a mile!).

On an uplifting note, thanks to a
real professional who takes the time
for motorcycle race fans — Alex Jor-
genson. I have seen him take time out
for fans on many occasions. (Thanks
for the photo!) Good luck this season!

STEVE M. LIGON
Tyler, TX

Fun is back for 1986

After attending three motorcycle
shows in the last three months, the
motorcycle outlook is bright and pro-
mising. Most encouraging are the
several new models, both dirt and
street, for entry-level riders. The best
part of these new models is that you
don't need legs like John Wayne to
climb on or to kick start them.

The first five years of the 1980s
were the pits for the motorcycle
industry. The introduction of ATVs
and ATCs kept most dealers alive,
but adverse publicity on programs,
like 20/20, definitely hurt all motor-
cyclists. *Cycle News* readers know

about the campaigns trying to offset
the effects of this negative exposure.
Just before Christmas 1985, Paul
Golde of the Motorcycle Industry
Council, was on prime-time televi-
sion news in the southern California
area to tell the public about the posi-
tive side of ATV and ATC use and to
show the public the protective gear
and use that makes our industry a fun
sport.

Another positive move was the
change made by southern California
radio station KPFK, 90.7 FM, when
they moved their radio talk show,
Center Stand, from midnight to 2:00-
3:00 p.m. Saturday afternoon. Mar-
garet Fowler is the hostess of Center
Stand.

Another radio talk show is Motor-
cycle World on 99.9 FM in southern
California, 100.9 FM in San Francis-
co/Oakland, 105.5 FM in Sacramento
and 690 AM in the western U.S. This
airs every Sunday evening from 10:00
to 11:00 p.m. with Larry Huffman as
host. This is another plus for our
industry.

With all of us working together we
can promote the fun aspect of motor-
cycle riding, especially on the great-
est line of entry-level dirt and street
bikes I have ever seen. If you are new
to motorcycling, welcome to the
world's best sport.

PAT OWENS
Instructor, Motorcycle Repair
L.A. Trade-Technical College
Los Angeles, CA

Stadium trials

The 1986 Daytona Speedweek is
approaching fast. At last year's Speed-
week, all the attention was put on the
switchover from Formula One race
bikes to the Superbikes. Due to this
change, we believe a unique part of
motorcycle competition was over-
looked and eliminated. Trials competi-
tion (stadium trials) is a new, grow-
ing sport in the USA and well estab-
lished in the European countries.
Trials, unlike MX and road racing, is
quiet, safe, inexpensive, does not re-
quire much room, does not tear up
soil (environmentally sound) plus
little gear is needed, (boots and hel-
met), no wear and tear (tires only).

Any person who rides a trials bike
will learn balancing, centering, throt-
tle control, concentration, picking
lines, clutch and brake techniques.
Control is of the utmost importance
on any motorcycle but is highly amp-
lified at slow speed. If you master these
basics on a trials bike, it will enhance
all types of motorcycle riding. Roger
D and Gary Bailey started in trials.
Many MX and road racing stars ride
trials during their off-seasons to
sharpen their skills.

Many people in the USA don't
know what trials is about, but are
interested in seeing such an event and
maybe get involved themselves. It's a
sport where one can practice all day
on a mountain side or in a parking
lot, and conditioning does not mat-
ter. You don't compete against the
clock or other racers to the finish line
but with each section as your competi-
tion.

Jack Stikes, from the Tryals Shop
in Florida, has set up a fantastic sta-
dium trials for three years which kept
growing in spectator's interest. Last
year we and many others were very
disappointed to find the stadium trials
canceled. We do hope there will be a
stadium trials for Daytona 1986.

NED DAILY & MIKE WEZWICK
Long Island Trials Club
Elmont, NJ

Neither rain, nor . . .

Can you please tell me why I don't
get my *Cycle News* until Thursday?
When it came from Georgia I would
get it on the previous Friday. Now it
is almost one week late. I realize that
it now comes from California, but
come on.

PAUL HAYES
Ottawa, IL

*We're well aware of the problem,
Paul, and we're working with the
U.S. Postal Service . . . Editor.*

Where's the desert?

I'm a short track and motocross
racer from South Dakota who has
never run a desert race. The problem
is, I know nothing at all about desert
racing and would like to know more
so that I might be able to compete in
the Frontier 500 the next time it's
held.

What I would like to know is when
the event is scheduled, how many
men you need for a pit crew, how
many miles apart should the pit crew
be placed, if it is essential to pre-run
the course to be competitive and any
other essential information.

DAN FELDHAUS
Pierre, SD

*For desert-racing info, contact AMA
D-37 at 3550 Foothill Blvd., Glen-
dale, CA 91214; High Desert Racing
Association (HDRA) at 961 W. Dale
Ave., Las Vegas, NV 89124; or SCORE
at 31356 Via Colinas, Suite 111, West-
lake Village, CA 91362 . . . Editor.*

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due to the volume of mail no
letters can be returned or ac-
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Voices, P.O. Box 498, Long
Beach, CA 90801.**

TEN YEARS AGO

Tony DiStefano regained the Florida Winter-Series 250cc point lead from Jimmy Ellis with a win at round four in St. Petersburg. Ellis finished third behind DiStefano and Kawasaki-mounted Jimmy Weinert. Bob Hannah continued his dominance of the Open class with his fourth straight win of the series; Steve Stackable and Rick Burgett finished second and third, respectively.

CMC Motocross action in Puyallup, Washington saw Ken New taking the Mini A class ahead of Phil Larson and Mark Anderson. Larson also took a third place behind Brad Melvin and Jim Irwin in the Open B class.

In what turned out to be an easy ride, Dick Burleson guided his 360WR Husqvarna to an overall victory at the One Day in Alabama Trial in Pell City, Alabama. Rick Grant won the 100cc division with Lynn Holbrook taking the 125cc class.

Ted Boody beat Paul Gratzner and Donald Goss to win the Hoosier indoor short track in Evansville, Indiana. In Novice action, Darrell Parker beat Mike Morehead and William Wood to the flag.

The number two ranked 125cc motocross rider in 1975, Tim Hart, signed with Can-Am to contest the 1976 AMA Supercross Series. Hart was set to join Jimmy Ellis, Mike Runyard and Buck Murphy on the team.

Ted Henter rode his Laverda to wins in the 750cc and Open Cafe classes at the Savannah International Raceway in Faulkville, Georgia. Henter's bid for three wins ended in the 500cc class when the Laverda ripped its drive chain adjusters off. In the Open GP class, Richard Chambers and his Yamaha took the win.

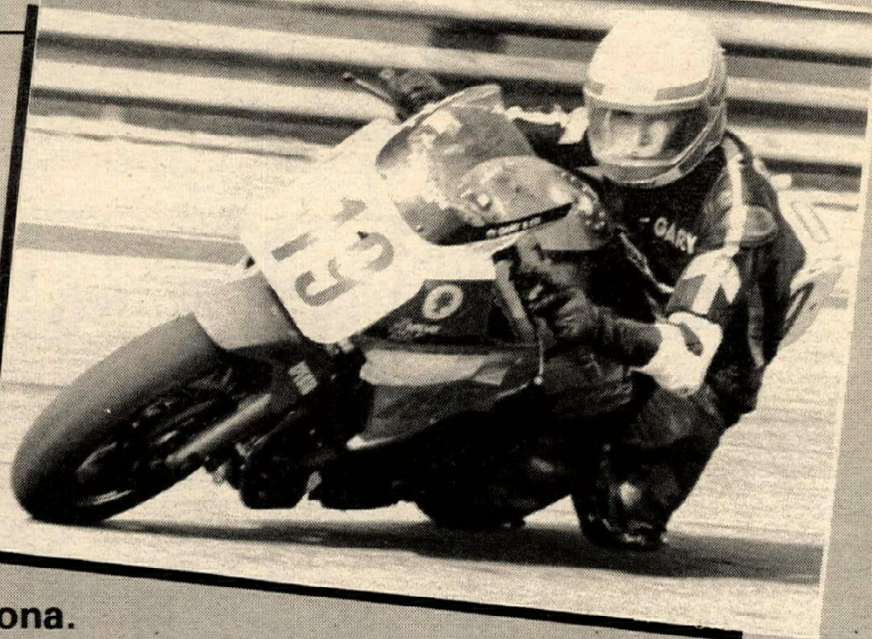
Yamaha International announced its plans to provide support to a team of four riders for the 1976 U.S. Two-Day Trial Championship Series. Scheduled riders for the team were Chris Carter, Dick Mann, Dave Ashley and John Ferro. Mann was set to ride a TT500 four-stroke while the others were to ride two-strokes.

Lloyd Thomas beat Mike Toyen and Terry Fowler to win the Mini Junior class at the CMC Motocross in Carlsbad, California. In 125cc Pro action, Dave Carlson and Warren Reid battled with the win finally going to Carlson. Mike Bell stopped Gaylon Mosier's attack in the 250cc Pro class, but Mosier came back to win the 500cc class.



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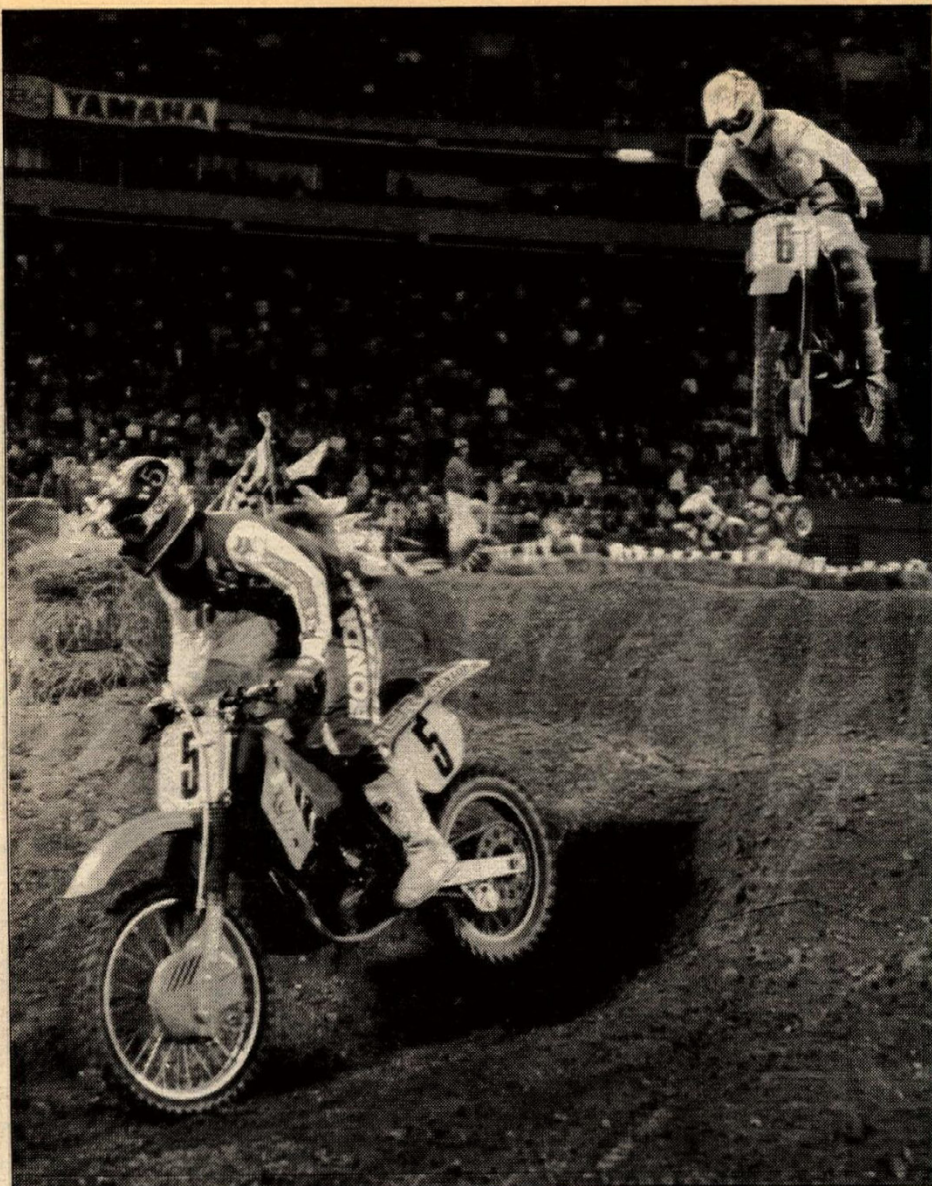
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PHOTOS BY TOM MUELLER

(Above) Rick Johnson (5) stretched his point lead to 20 points with his win over teammate David Bailey. (Below) Jeff Ward (1) and Mike Healey (46).



AMA Nippondenso Supercross Series: Round 6

Johnson outjumps 'em in Atlanta

By Tom Mueller

ATLANTA, GA, FEB. 22

Team Honda's Rick Johnson demonstrated just how well he rides under pressure by winning the Superbowl of Motocross in Fulton County Stadium Saturday night. Johnson

led the entire 20 laps, performing flawlessly despite pressure from his teammate, David Bailey. Johnson's win in Atlanta was his third of the season, which secured his points lead and

made him the rider to beat as the Nippondenso Series reached the half-way point.

The Superbowl of Motocross, now in its 10th year at Atlanta, was a sell-out. An attendance of 50,000-plus at the event made promoter Mike Good-



(Above) A sellout crowd of 50,000 plus attended the Atlanta Supercross. (Below) Johnson celebrated his third win in 1986.



win ecstatic. "We sold the last ticket we had at 8:15 (p.m.)," said Goodwin. "The riders should put on a great show on the track we built; I know the fans will enjoy it."

The event was indeed a show. A mud-bog competition was interlaced with the supercross, making for a long event which ran until 1:00 a.m.

A large portion of the fans had gone home by the time the main event began.

Heats

One of Team Honda's newest and brightest stars, Micky Dymond, showed the way in heat one. Dymond took the lead off the start and never relinquished it. Kawasaki pilot Rick Ryan ended up with second after Suzuki's Erik Kehoe bailed off in a double jump section while holding the runner-up slot. Kehoe remounted to take third, with the final transfer slot from the heat going to Honda-mounted Guy Cooper. Jeff Frisz looked to have fourth in hand, but unloaded in a whoop section just shy of the finish line.

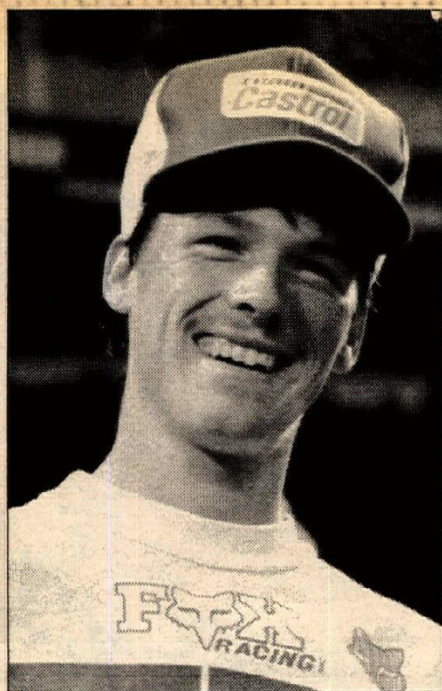
Mike Healey put his Suzuki into a

quick lead in heat two, but Kawasaki teamster Ron Lechien had the front spot for good within a half lap. Yamaha's Jim Holley flew into second over a long double jump, but then dropped to fourth when he impacted on the front side of an infield double jump. Healey and his teammate, A.J. Whiting, got by Holley for the 2-3 spots, with Holley fourth.

Honda's Johnny O'Mara led heat three until Yamaha's Keith Bowen picked up his rhythm and took the point. Yamaha's Broc Glover was challenging for third until he fell in a whoop section and his teammate, Danny Storbeck, got by. It was Lechien, O'Mara, Storbeck and Glover at the checkered flag.

Honda teammates David Bailey and Rick Johnson put the pack in tow in heat four and ran 1-2. Reigning Supercross champ Jeff Ward finished third after pushing past Billy Liles and Ross Pederson. Liles got the fourth and final transfer spot; Pederson crashed out of contention while under pressure from Ward.

"I could hear the crowd roar, and I



(Above) 125cc winner Keith Turpin. (Below) Danny Storbeck (19) and Rick Ryan.



could hear Ricky behind me," said Bailey. "I sure didn't need a pit board to tell me I had to stay on the gas."

Semis

Yamaha riders Mark Murphy and Jo Jo Keller earned a spot in the main event by running 1-2 in the first semi. The pair held those spots from start to finish.

A multi-rider pile-up in the first turn took away the chances of many in semi two, but Kawasaki rider Alan King stayed clear of the wreck to win and transfer. Multi-time Canadian champ Ross Pederson dropped into the second slot to make it to the main event.

Last Chance Qualifier

Honda-mounted Tom Carson won the battle of attrition in the consi and was the 21st and final rider to earn a berth in the main. Dean Motson had his Kawasaki in the lead, but tumbled through a rough section. Scooter Stafford had his Yamaha at the point, but later pulled out of the race after smashing his chin on the handlebars over the back stretch triple jump. At that point Carson outran Suzuki rider Jeff Hicks to the checkered flag.

Main

Though most of the top riders were in favor of the Ron Crandall-designed track, most of the main event turned out to be a no-pass situation. "It's a great track if you're in the lead," remarked Bailey as he lined up to race, "but it'll be hard to pass if you're anywhere but out front. The way the track is now you just have to go as fast as you can right down the middle."

After the pack threaded through the wide right-hand first turn, it was



(Above) Johnson (5) leads Ward (1), Johnny O'Mara (3), and the pack in the final. (Below) Erik Kehoe (8) and Ricky Ryan (Kehoe's left) get the jump in a heat race.



Johnson leading Bailey, O'Mara, Ward, Bowen, Lechien and Dymond. Glover was a victim of the first turn, and had to begin his challenge from dead last.

The lead group quickly pulled away from the pack through the numerous double jumps sections. A fast and long triple jump was built into the back straight, and riders who cleared it flew through the air over 200 feet. Those with talent — and courage — soon started to put a gap on the field.

Johnson and Bailey broke free of everyone else five laps into the race, but at that point Bailey didn't seem to be pushing Johnson. "It was team strategy to get the Honda riders out front," said Bailey, "but it might have cost me the win. I should have closed in on Rick earlier than I did."

Ward was soon into the groove and on the move. He picked off O'Mara and pushed toward the leaders, moving within striking range of Bailey, but never quite able to set up a pass. Bowen also had an "on" night and found a line around O'Mara to take fourth.

Near the midpoint in the race, lapped riders started to become a factor. "Sometimes the lappers were moving over for me, and other times they were making it easy for David," said Johnson. "I think that in the long run I got through traffic a bit faster than David, but there were times he was getting real close."

Bailey, as Johnson well knew, was getting close. The 1983 Supercross Champion put it all on the line when the white flag came out, and mim-

icked Johnson's every move. At the checkered flag jump only the length of a motorcycle separated the two, but it was Johnson's race. The El Cajon, California native had done it again.

"I think I have a good formula for winning races," said Johnson. "Honda, (mechanic) Brian Lunnis and me! I got a lot of the riff-raff out of my life this year, and I've found that religion has been a big help. God gave me a gift (an ability to ride a motorcycle) and I'm not going to waste it."

"If I would have stayed closer and pressured him sooner I might have had a better chance," said Bailey. "Rick was riding well enough that it would have taken a few tricky moves to get by. I should have tried to get by over that long triple jump earlier in the race. Second is great (Bailey is second in the series) but winning is what it's all about."

Ward finished third, but was so unhappy with his finish that he didn't come to the winners circle after the race. Bowen maintained for a creditable fourth place.

The main event ran 12 minutes and six seconds, a relatively short period of time, but not by the standards of a supercross racer. "Twenty laps is a long time, especially when you have to concentrate on every jump, line and turn. I've finally learned how to keep it all together and go fast the whole way," said Johnson.

125cc Pro-Am

Despite a handicap which would have sidelined many racers, local rider Keith Turpin overcame the odds to win the 125cc Pro-Am main event.

"I tried to clear the triple jump in practice and hit my throat on the bars," said Turpin. "I've been spitting up blood all night and it's hard to swallow, but since I could still breathe okay I decided to race. I guess it paid off because I won the main!"

Indiana rider Mark Melton grabbed the point off the start of the main, with Turpin in tow. Within a few laps Turpin set up a pass over the finish line jump, then found an inside line to take the lead. Turpin found some running room after that and built up a safety cushion while Melton fought off the charges of Kawasaki speedster Ronnie Tichenor.

Turpin showed the style of an upcoming Pro by riding flawlessly lap after lap, finally taking the checkered flag with a victory fist flying high. Melton held off Tichenor for third, while Pro-Am star Rodney Barr locked into fourth.

Results

250 MAIN: 1. Rick Johnson (Hon); 2. David Bailey (Hon); 3. Jeff Ward (Kaw); 4. Keith Bowen (Yam); 5. Johnny O'Mara (Hon); 6. Ron Lechien (Kaw); 7. Micky Dymond (Hon); 8. Rick Ryan (Kaw); 9. Danny Storbeck (Yam); 10. Erik Kehoe (Suz); 11. Jim Holley (Yam); 12. Billy Liles (Kaw); 13. A.J. Whiting (Suz); 14. Ross Pederson (Yam); 15. Mark Murphy (Yam); 16. Tom Carson; 17. Mike Healey (Suz); 18. Jo Jo Keller (Yam); 19. Alan King (Kaw); 20. Guy Cooper (Hon).

125 PRO-AM: 1. Keith Turpin (Hon); 2. Mark Melton (Hon); 3. Ronnie Tichenor (Kaw); 4. Rodney Barr (Kaw); 5. Michael Jones; 6. Mark Crozier (Hon); 7. Jeffery Class; 8. Billy Whitley (Yam); 9. Robert Hayes; 10. Barry Carsten; 11. Tim Brill; 12. Tom Martin; 13. Dan Newell; 14. Terry Tinney (Kaw); 15. John Greaves; 16. Jason Upshaw; 17. Brian McElroy (Yam); 18. Don Hudson; 19. Mike Roth (Yam); 20. Lance Newsome.

250 POINTS STANDINGS (OFFICIAL): 1. Rick Johnson (139); 2. David Bailey (119); 3. Jeff Ward (114); 4. Johnny O'Mara (105); 5. Keith Bowen (96); 6. Broc Glover (85); 7. (Tie) Jim Holley/Ron Lechien (68); 9. (Tie) Micky Dymond/Rick Ryan (59).

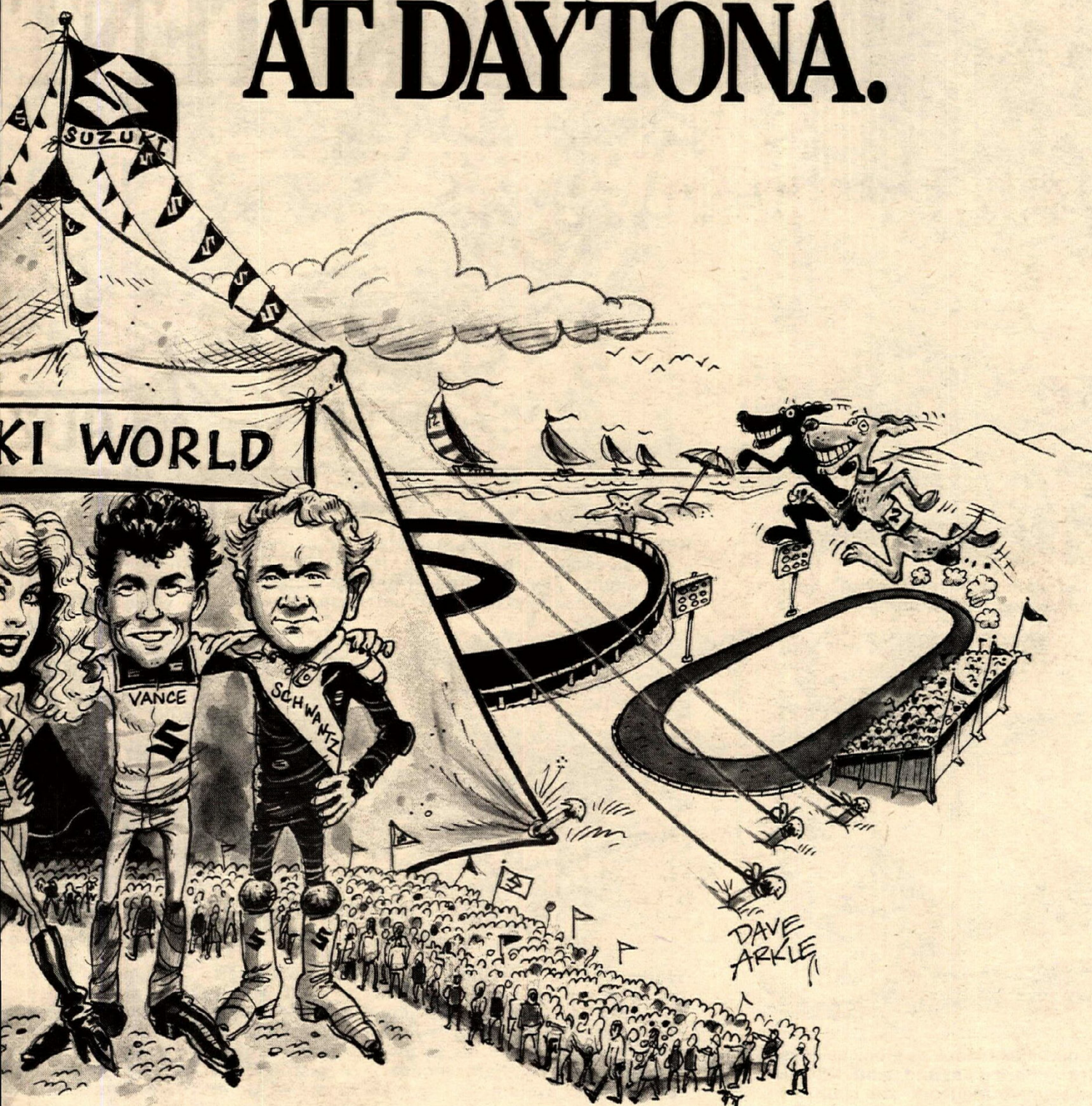
86 REASONS WHY YOU THE SUZUKI TENT



1. Visit SUZUKI WORLD at Daytona's largest tent display.
2. Meet Team Suzuki.
3. Talk up a storm with Bob "Hurricane" Hannah.
4. Let Terry Vance autograph your goggles.
5. Meet Playboy Playmate Tricia Lange (don't embarrass yourself).
6. Shake hands with Kevin Schwantz.
7. Show your Suzuki Owners Registration and visit our Hospitality Area.
8. Check out the video displays of Suzuki's Quadrunners.
9. Ask Terry Vance to show you his GS1150E drag bike.
10. Stop by the new, awesome 4WD Quadrunner display.
11. Meet our Motocross Team.
12. Get to know A.J. Whiting* by his first initial.
13. Visit Holland. George Holland,* that is.
14. Whoop it up with Eric Kehoe.*
15. See the new 1986 LS650 Savage.
16. See the Team Hammer GS1150E Endurance Bike.
17. Listen to a Savage.
18. Sit on a Savage.
19. Re-meet Tricia Lange.
20. Watch the Team Hammer Video.
21. Get an earful of the new Cavalcade Super-Deluxe LXE stereo.
22. Get pumped up over the new Cavalcade LXE riders' seat.
23. See how you look on an Intruder with flat handle bars.
24. Grab a handful of the Savage flat handle bars.
25. Use your head. Take a look at a Cavalcade color-matched helmet.
26. See how you look on a 1986 Intruder with pullback handle bars.
27. Show your Suzuki Owners Registration and get a beverage at our Hospitality Area while supplies last.
28. Get your Kevin Schwantz SuperBike Victory Cassette (while supplies last).
29. Take a look at Suzuki's racy new leather apparel.
30. Go two-up and get on a Cavalcade.
31. Meet "Supermouth" Larry Huffman.
32. Try to out-talk Larry Huffman.
33. Feast your eyes on the incredible 1986 GSX-R1100.
34. Watch Kevin Schwantz demonstrate the power of the GSX-R750.
35. Say "hi" to Tricia Lange again.
36. See Cycle World's 24 hour record-setting GSX-R750.
37. Take your Seat of Power on an Intruder.
38. Inquire about becoming a Suzuki Dealer. See Marty Haynes.
39. See how you look on an Intruder with mag wheels.
40. Experience the Cavalcade cruise control system.
41. Come back to SUZUKI WORLD.
42. Catch an R rated video.
43. Sign up for the 1986 GSX-R Contingency National Cup Series.
44. Give the Savage a second look. It's just about \$2,000.
45. Get high on the new Cavalcade lowers.
46. Watch Kevin Schwantz go around the track on his GSX-R.

*Scheduled to appear.

SHOULD CAMP-OUT AT AT DAYTONA.

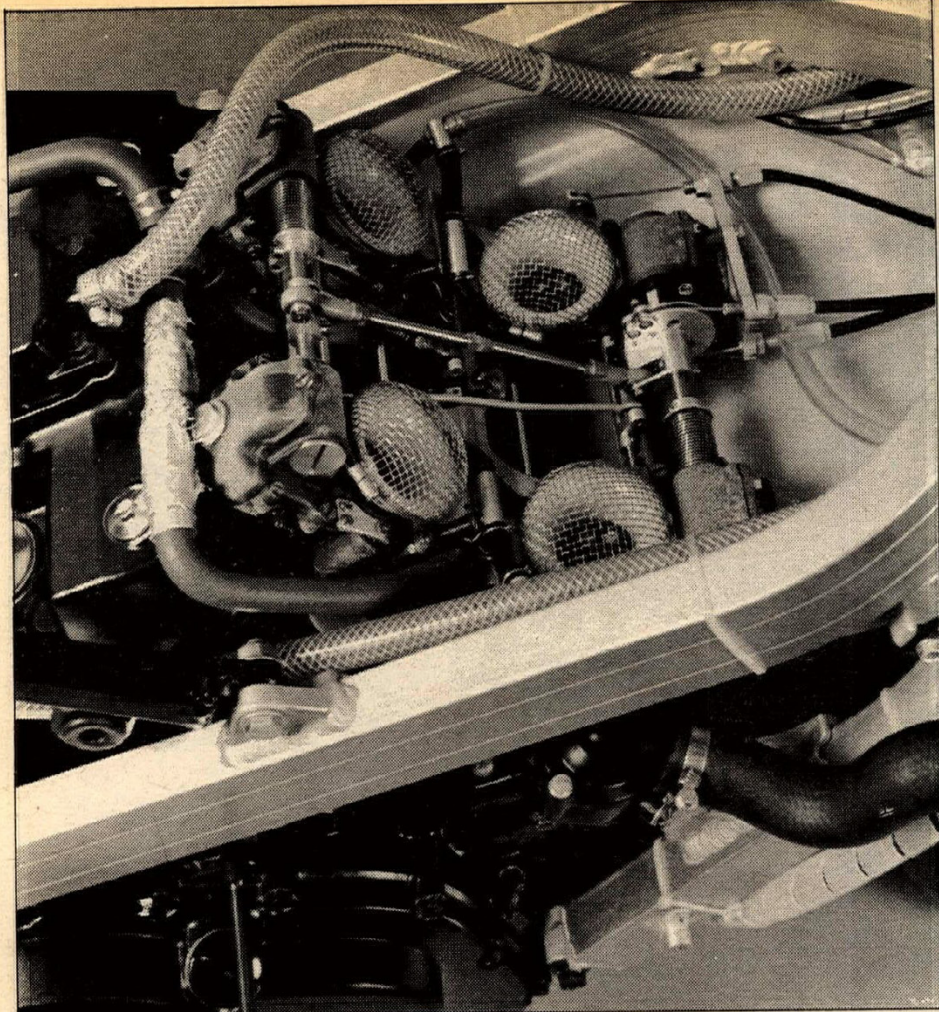


7. Get inside the cut-away engine of the GSX-R.
8. Try to get lucky. Go to the dog races.
9. Go back to see Tricia Lange. She misses you.
10. Meet Suzuki's factory personnel.
1. Journey into the cut-away engine of the Savage.
2. See how you look on an Intruder with spoke wheels.
3. Witness the Cavalcade leveling system display.
4. Sit back and watch the video of the GSX-Rs setting a record at the Le Mans 24-hour Endurance Race.
5. Take a break and hit the beach.
6. Show Tricia Lange your tan.
7. Do something with your hands. Try out the 15 gears on the new 4WD Quadrunner display.
8. Pick up an autographed poster of Kevin Schwantz.
9. Pick up an autographed poster of Terry Vance in action.
10. Get an autographed poster of Tricia Lange.
1. Check out the stripped-down version of the GSX-R.
62. Get down and check out the suspension on our '86 RM's.
63. Collect Terry Vance posters.
64. Measure the 60 foot factory display panels of the 1986 Suzukis all under one roof.
65. Cop a Kevin Schwantz poster.
66. Grab an exciting GSX-R750 poster.
67. Take a Tricia Lange poster with a GSX-R.
68. Grab a Tricia Lange QuadRacer poster.
69. Lean back and try out the new co-rider headrest on the Cavalcade LXE.
70. Wrap your hands around a QuadRacer.
71. See if Larry Huffman is still talking.
72. Suzuki owners may relax at the Hospitality tent.
73. Time which is faster, the GSX-R or Larry Huffman's mouth.
74. The Yoshimura team bike will amaze you.
75. Re-charge your batteries and check out Suzuki generators.
76. Get a hold of a Savage's pullback handle bars.
77. Experience motocross mania while RM gazing.
78. Catch 1986 Quadramania.
79. Check out the headroom on our QuadSport.
80. Join Suzuki's Quad Squad.
81. Witness the Joy of SACS (Suzuki Advanced Cooling System for the GSX-Rs).
82. Watch Kevin Schwantz and his GSX-R race in the Daytona 200.
83. Experience the Cavalcade cruise control system.
84. Wrap your legs around an Intruder.
85. Cruise through town and take a look at our exciting billboards.
86. Say good-bye to Tricia Lange.

MAN AND MACHINE
WORK LIKE A SINGLE MOVING PART.

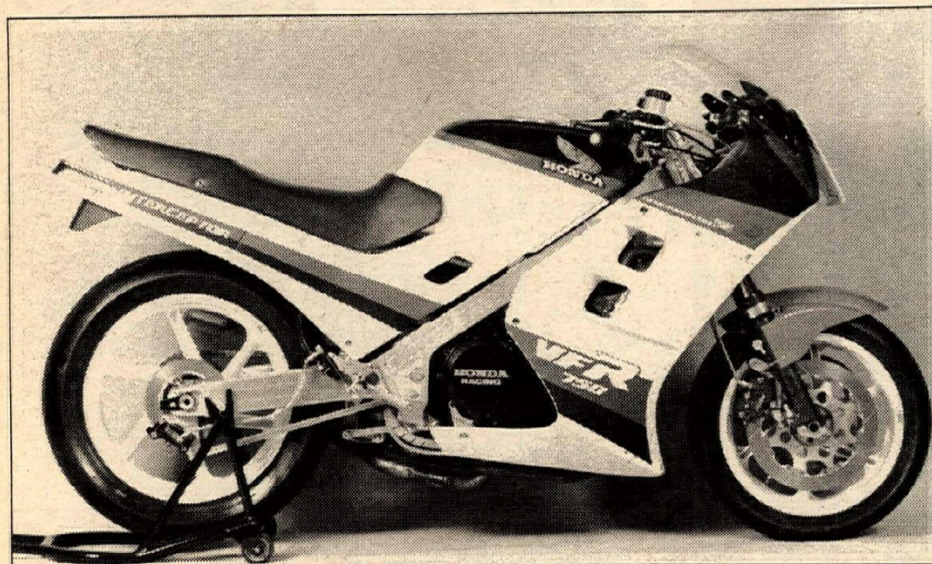


It's all happening at the Daytona Speedway from March 6-9. The excitement begins at 9 am and rolls on till 5 pm daily.

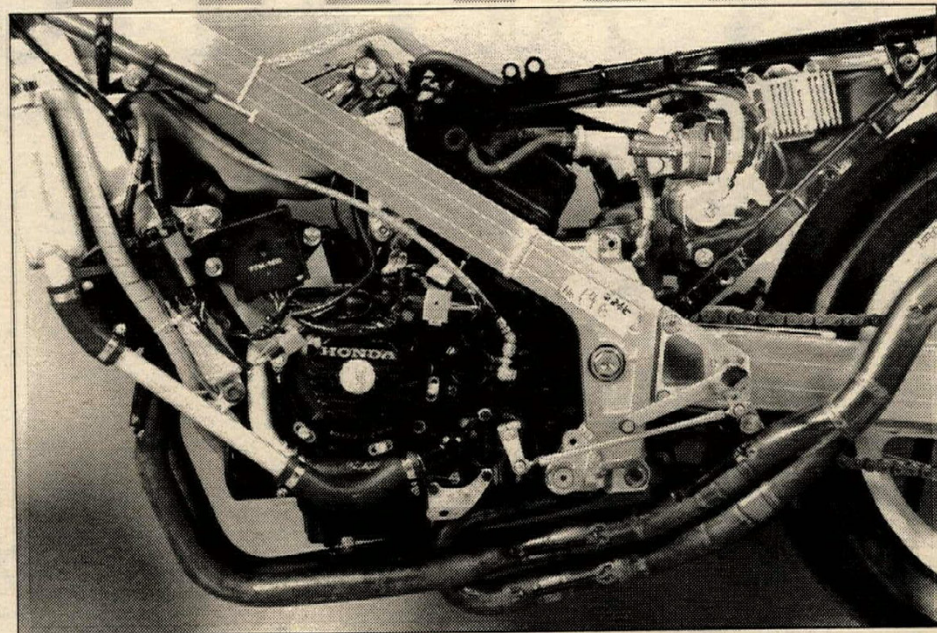


PHOTOS BY KIT PALMER

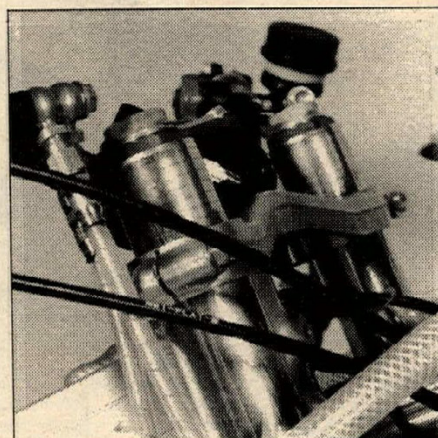
Works Honda VFR750 uses 32mm flat-slide Keihin carbs with a neat rod linkage between banks. Carbs are fed by electric fuel pump.



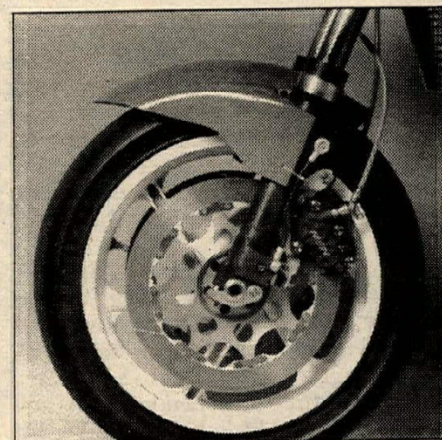
(Above) Honda wants their 1986 Superbikes to look as stock as possible, and the VFR750 looks the part with standard glass and paint. Wheels are even painted white. Note quick-release, pivoting front-axle clamps.



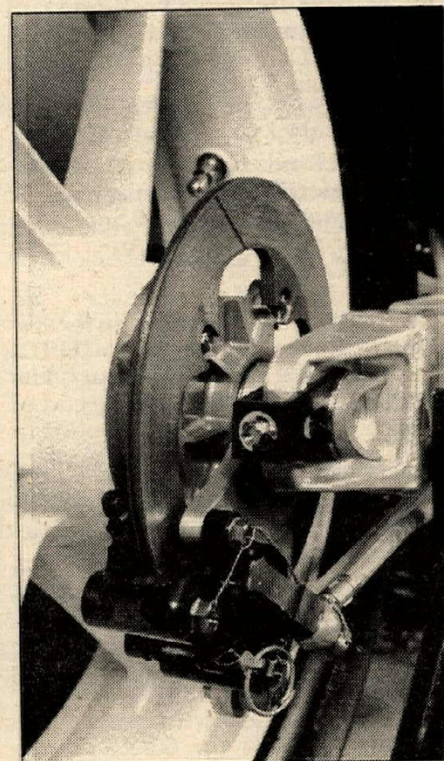
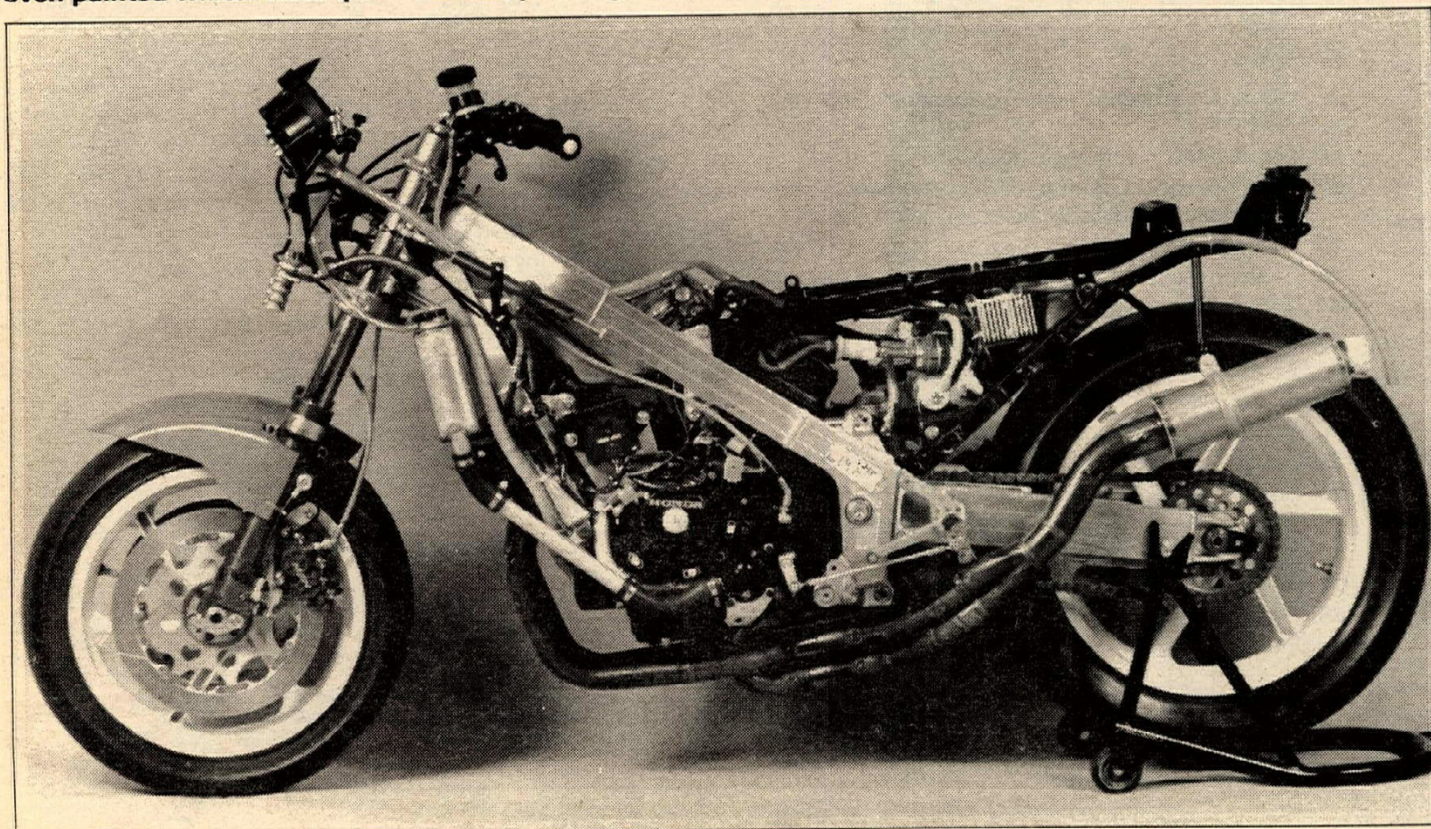
VFR750 race engine has non-standard cams, pistons, steel-billet rods, steel valves and carbs; rocker arms and other parts are standard. Radiator is aluminum; special self-generating ignition system incorporates coils to charge battery used to power fuel pump. Note exhaust system bends.



Works Showa forks have scribe marks at top to aide tube-height adjustments; low-speed and high-speed rebound damping is independently adjustable, as is compression damping. Forks incorporate anti-dive system.



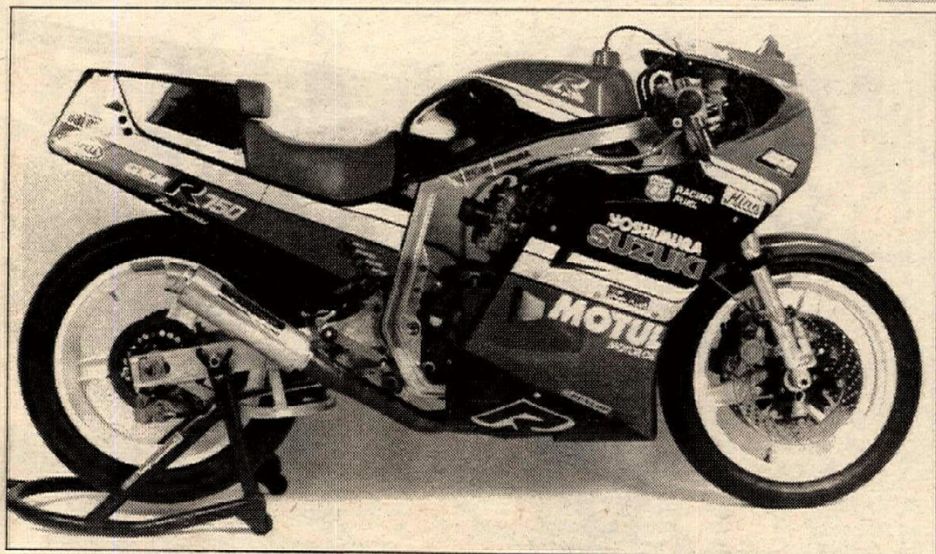
Honda Racing Corp. makes its own cast magnesium wheels; the Superbike carries a 3.50-16 front wheel with 12.2-in. steel-with-iron-lamination discs and four-piston Nissin calipers; fork tubes are 41.3mm with no brace.



Race bike swingarm is extruded aluminum vs. stocker's cast, carries small disc and caliper. Note tiny titanium chain adjuster bolt.

Superbikes

March 5, 1986 CYCLE NEWS



Yoshimura Superbike uses 36mm flat-slide Mikuni carbs and Yoshimura exhaust system; bodywork is stock.

By John Ulrich

When the Daytona 200 leaves the starting grid on March 9, it will be a battle of motorcycles and tuners as much as it will be a battle of riders. Three teams with Japanese factory backing will face off, including Suzuki-sponsored Yoshimura R&D of America and the in-house teams run by American Honda Motor Co. and Yamaha Motor Corp. U.S.A.

World Champion Freddie Spencer leads the charge for Honda, backed up by Superbike Champion Fred Merkel and former Superbike Champion Wayne Rainey. Kevin Schwantz, who won three Superbike rounds last year and beat Merkel twice, is Yoshimura's main man; Mike Baldwin signed a contract with U.S. Suzuki to ride another Yoshimura Suzuki but then signed another contract with Yamaha; after negotiations between Yamaha and Suzuki, Baldwin was released from his first contract to ride a Yamaha, although not without a lot of hard feelings. Yoshimura of Japan is bringing in Japanese Formula One Champion Satoshi Tsujimoto to join Schwantz.

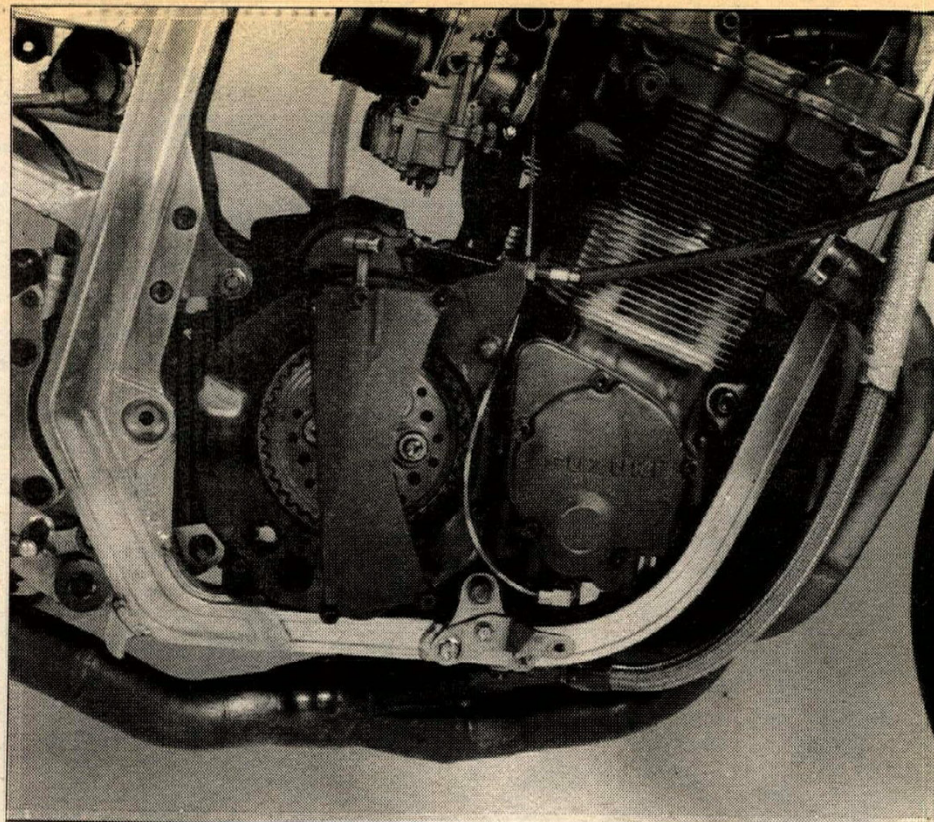
On February 19, we photographed Spencer's VFR750F-based Superbike at Team Honda headquarters in Carson, California. On February 20, we shot Schwantz's GSXR750 Superbike at Yoshimura R&D of America in Chino, California.

According to Team Honda's Udo Geitl, the company is hoping to have Honda Racing Corporation (HRC) engine and chassis race part kits available for privateers by the end of March or early in April. Included in the kits, if all goes according to plan, will be suspension parts, wheels, an aluminum radiator, and the usual performance parts such as ignition, carbs, cams, etc. An exact list of parts included was not available at press-time. Unless the U.S. dollar continues to slide against the Japanese yen in exchange rate, both kits should be available for about \$10,000.

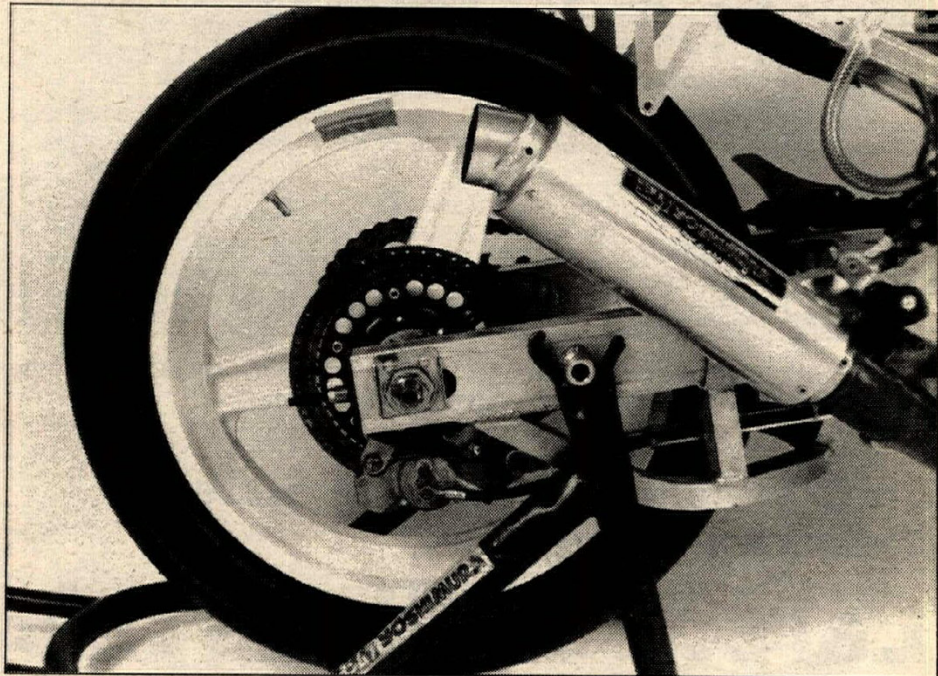
Yoshimura, meanwhile, has engine kits available for the GSXR750 for \$6645, including cams, valve springs, cam chain, cam chain tensioner, pistons, CDI, exhaust system, footpegs



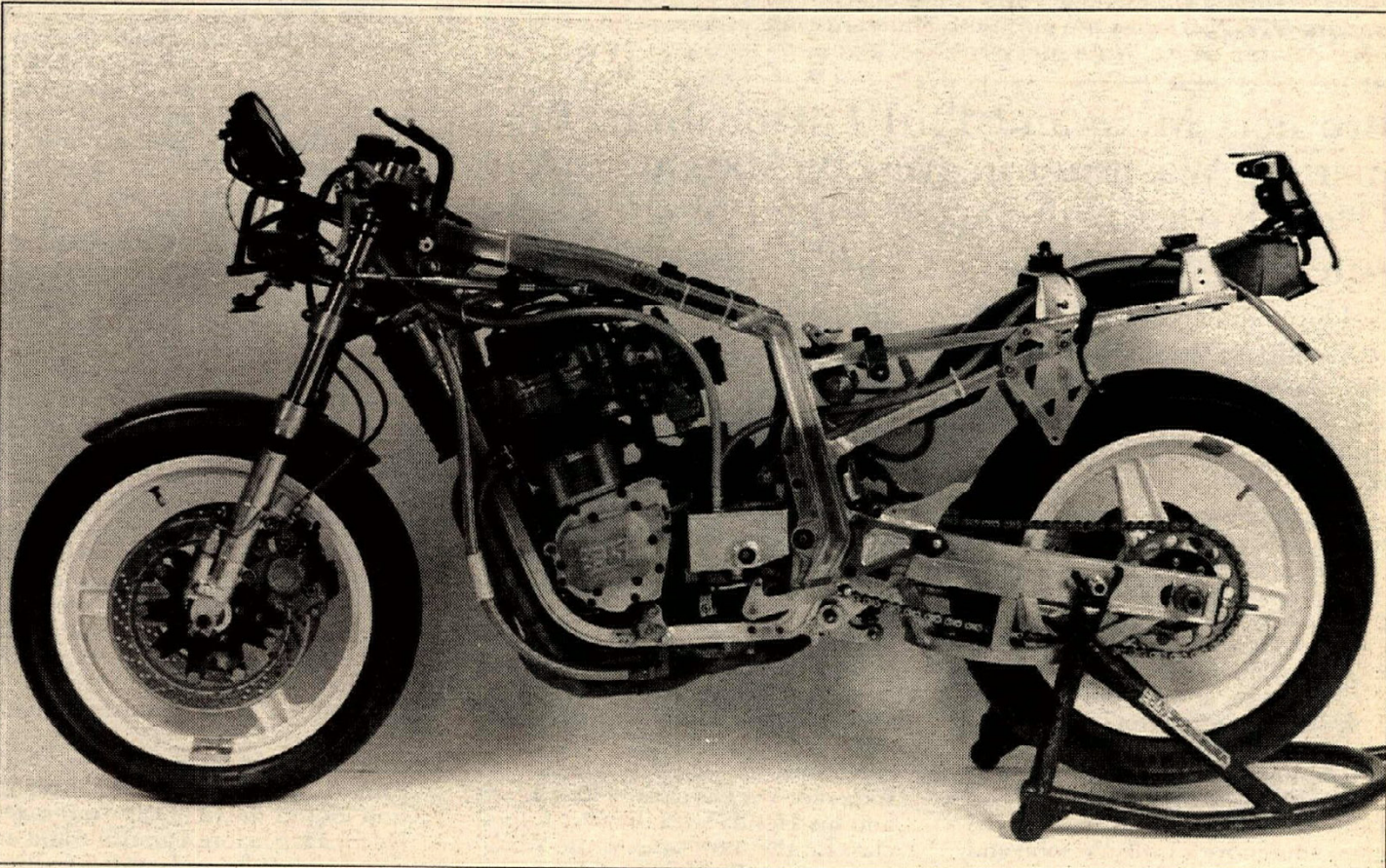
Kayaba 40mm forks with brace, 18-inch Dymag with 12.2-inch stainless discs and dual-piston calipers.



(Above) Yoshimura GSXR750-based Superbike has dry clutch, six-speed close-ratio transmission; rack-and-pinion replaces clutch pushrod.



(Above) Yoshimura reinforced swingarm with ventilated cast-iron disc and magnesium caliper. Rear wheel is 4.00x18, front wheel 2.75x18.



To reach the minimum weight of 390 pounds, Yoshimura poured molten lead into GSXR750's lower frame tubes. Note aluminum catch tank over countershaft.

(Continued on page 54)



PHOTOS BY KIT PALMER

Jim Tarantino (47) leads eventual 250cc class winner, Mike Larson at the start of the first moto. Tarantino went 1-4 for second.

CMC/Skoal Bandit Golden State Nationals: Round 6

Larson brothers rule Huron GSN

By Kit Palmer

HURON, CA. FEB. 23

Brothers Mike and Phil Larson from Bremerton, Washington, were the stars at Huron Cycle Park for the sixth round of the Continental Motosports Club's Skoal Bandit

Golden State National Series with wins in the 250 and 500cc Pro classes. Mike Larson went 1-2 for the 250cc class win, while older brother Phil Larson tallied a 1-3 score for the 500cc overall.

Yamaha-mounted Doug Dubach was one of the fastest 125cc Pro riders on the track, but on paper he wasn't. After winning a hard-fought battle in the first 125cc moto, he learned a few moments before the start of the second moto that he had been penalized in the first moto and dropped back to 13th in the standings for jumping the gate. "I didn't even know they penalized me until I heard something mentioned about it over the p.a.," said Dubach, "and I didn't even jump the gate. I did move a little too soon and hit the gate, but I didn't go over it. I can't believe they penalized me; they should have at least talked to me

about it before they made their decision."

Dubach's problems didn't end there either. In the second moto, while battling for second, he was penalized again for passing under a yellow flag, which he claims he didn't do. "I feel cheated," said Dubach.

Even if Dubach hadn't been penalized, an overall victory wouldn't have been a sure thing for him. Kawasaki rider Tyson Vohland gave Dubach a run for his money in both motos. Vohland wound up taking the first moto win when Dubach was penalized, but plainly beat him in the second moto. Vohland went 1-1 for the overall.

Nothing new happened in the 80cc Expert or Vet Pro classes. Kyle Lewis and his Honda won the 80cc Expert class for the sixth time, while Yamaha-mounted Rex Staten did the same in the Vet Pros. Both riders went 1-1 for the victories.



Bobby Moore (28) stalks Bader Manneh in the first 125cc Pro moto. Moore went on to finish second in the moto; fourth overall.

Yamaha rider Bader Manneh grabbed the early lead in the first 125cc Pro moto and held on to the position for the next three laps before Vohland snuck by. Once into the lead, Vohland pulled ahead by a few bikelengths, while an intense battle over second between Hallman's Manneh, Race Tech's Dubach, Suzuki's Bobby Moore and Lancer's Drey Dircks (Hon) took place.

Three laps later, Dubach found the hot line into second and started reeling in the leader Vohland. Dubach quickly closed the gap and chased Vohland for the next four laps, while Moore moved into third. Moore started breathing down Dubach's back but couldn't find an opening around the Yamaha rider, who was stalking Vohland. Three laps from the finish, Dubach made his move and darted into the lead and held Vohland back for the win. Moore finished third ahead of Suzuki rider Jim Tarantino, Yamaha's Scott Burnworth, Manneh and Dircks.

The second moto featured an all-out duel between Vohland and Dircks, while Moore worked his way up through the pack after a near last-place start.

Vohland led for the first eight laps with Dircks inches behind in every turn. During the ninth lap, Dircks found an opening and jammed into the lead and stayed there for the next three laps. With the white flag waving, Vohland set after Dircks and passed the Honda rider a half lap later and edged Dircks for the win. Tarantino followed a few seconds back in third, nipping Moore. Officially Burnworth took fifth, while Manneh and Honda rider Ty Davis finished sixth and seventh; Dubach 18th.

Honda rider Brian Manley (Malcolm Smith Products) grabbed the holeshot in the first 250cc moto and led for a lap before Tarantino and his Suzuki blew by and started pulling away. While Tarantino enjoyed a fairly comfortable lead, Manley had

his hands full keeping ahead of Hi-Point's Mike Larson. But Manley couldn't hold on for very long and let Larson by on the fourth lap. After that, it was a two-rider show between Larson and Tarantino. Larson slowly caught up to Tarantino to within five bikelengths near the end of the race, but that was about as close as he could get. Tarantino flew across the finish line for the win, closely followed by Larson. Manley finished third ahead of Lancer's Shaun Kalos (Hon), AXO's Russ Wageman (Yam), Gear Racewear's Greg Zitterkopf (Hon) and M-Star's Rodney Smith.

The second moto was all Larson's from start to finish. Tarantino didn't get off the line cleanly and was fifth exiting the first turn. In between were Zitterkopf, Wageman and Manley.

Larson quickly pulled away, while Wageman motored into second. He stayed there for the next six laps before stalling his motor in a turn and letting Manley by for second. Larson went on to take the win, and with it, taking the overall. Tarantino finished second overall, while Manley's 3-2 gave him third. Fourth went to Wageman (5-3), while fifth fell to Kalos (4-7).

The first 500cc moto saw Honda rider Larry Dashiell jam into the lead but was passed three laps later by Phil Larson and his Knobby Shop International Yamaha. Two laps after that, Yamaha rider Jim Ellis motored into second, while Wageman followed.

AXO's Willy Simons was the rider to watch at this point. After a miserable start, the Honda rider picked off riders one by one until he was in third and pressuring Ellis three laps from the finish. Simon's drive ended after he passed Ellis in the following laps and took second at the finish. Larson won it with six seconds to spare. Third went to Ellis, followed by Wageman, Zitterkopf and Smith.

After finishing eighth in the first moto, Mike Larson came back and

(Continued to page 26)

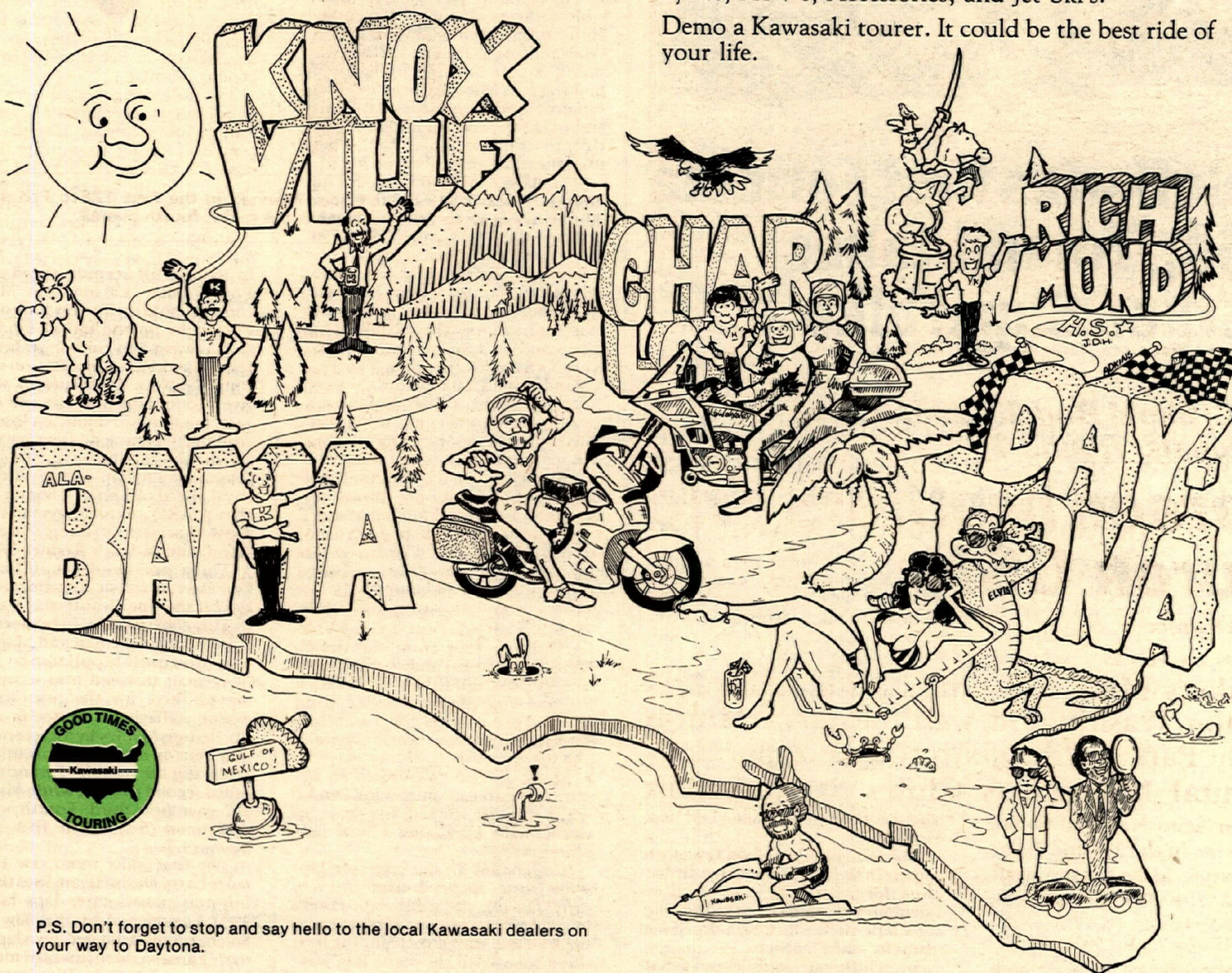
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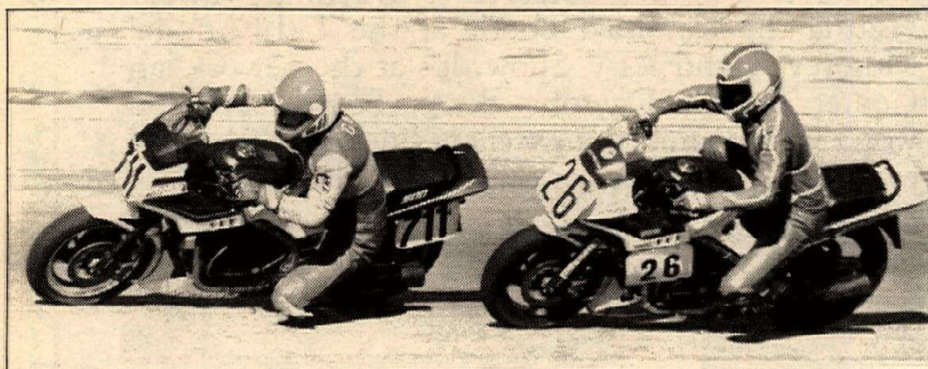
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(Above) Scott Gray leads Earl Roloff (2) and Doug Toland late in the 750cc Stock Production race. Toland led, faded as his shock failed; Gray led; Roloff passed to win. (Below) Ben Williams (26) beat Nigel Gale for second place in the VF500F Series.



PHOTOS BY JOHN ULRICH

Roloff wins first Formula USA; Toland takes Kerker Superbike

By John Ulrich

ROSAMOND, CA, FEB. 23

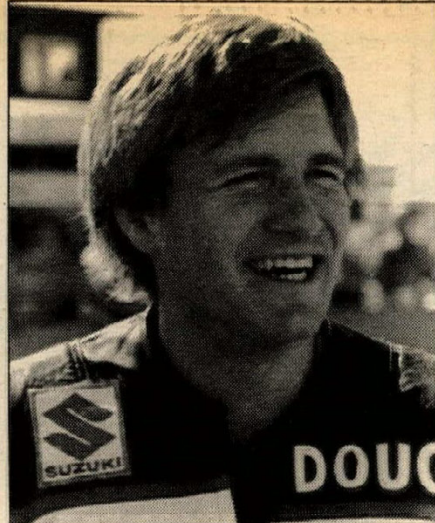
Seaweed Kawasaki's Earl Roloff showed up at Willow Springs Raceway for the first AFM road race of 1986 and won the inaugural Toyota/Budweiser Formula USA event. Roloff, riding a GPZ1000RX Kawasaki built by his brother, Craig, and set up with 18-inch wheels, came from behind to pass Jim Vreeke's Steve Johnson-built, Kerker-sponsored FZ750 for the win. "We're just riding hard," Roloff told the press after winning. "That's all we ever do."

Vreeke jumped out into the lead fast, with Rick Oliver and his 1300cc Kosman Specialties Kawasaki second and Roloff third. By the end of the second lap, Vreeke had two seconds on Oliver; but Oliver's bike started leaking oil and Roloff passed him entering turn four. Roloff quickly pulled two seconds on Oliver, but was still two seconds behind Vreeke. In another lap, though, Roloff had closed up on Vreeke entering sweeping turn eight, then drafted past on the front straight. Roloff's last three laps were all 1:30s, and he won by a couple of seconds. Vreeke was second, Oliver third.

Earlier, Vreeke had finished second in the Kerker Superbike race, also after leading the first half, but that time it was Doug Toland, in his first race on the Vance & Hines Racing GSXR750 Suzuki Superbike, coming from four seconds behind to win. Vreeke started that race turning 1:30s and finished it turning 1:31s, with the bike progressively sliding more in between start and finish. (He and tuner Johnson would later figure out

it was a case of not enough rebound damping, turned up the damping on the bike's Fox shock, and Vreeke reported the bike worked better in the Formula USA race). In the meantime, Toland started out turning 1:31s and ended turning 1:30s; that was the difference between winning and losing, and Toland won. It was an exciting race, one that had spectators and crew members yelling, because it looked like Vreeke had it won. Then, suddenly, Toland was gaining, three-and-a-half seconds back, three seconds back, two seconds, a second and then diving underneath entering turn one for the lead and the win. Walt Nitto and his Curt Jordan-tuned FZ750 finished third.

Roloff entered the race but only did a few laps on his stock FZ750, getting ready for the 750 Stock Production event, which carried the first GSXR Series points and contingency in a California event, along with the regular Yamaha contingency. Toland's owned the class for a year, winning all the time on a Yamaha in 1985 and setting a new class record on a Suzuki at a club race a few weeks ago. Toland rode a Vance & Hines Performance Center of Torrance GSXR750, and Scott Gray entered his Jim Williams/Dunlop/Fox-sponsored GSXR750. Both Roloff and Gray were determined to beat Toland, who's gotten his share of publicity and rides from his wins lately, and both did it. Toland might as well not



Doug Toland took the Vance & Hines GSXR750 from four seconds behind to win the Kerker Superbike race.

have been in the race, jumping out front and then quickly fading as his bike's stock shock (his promised Fox shock didn't arrive before the race) lost its damping and made it impossible to keep on the gas into turn eight. It turned into Gray vs. Roloff, Gray pulling a lead at the halfway point, Roloff catching up and out-braking past entering turn one. They ran nose-to-tail on the last lap of the eight-lap race, encountering a lapped rider in turn four. Roloff bulled past underneath, Gray tried outside, the lapper balked and straightened up and Gray nearly ran off the track. The win was Roloff's, his Yamaha beating the 44 Suzuki GSXR750s entered in the bike-packed race. Gray was second, Toland third. In the process, Gray claimed a new 750 Stock Production lap record of 1:32.2, and made more money than Roloff, \$500 for second on a Suzuki compared to Roloff's \$400 for first on a Yamaha. Toland made \$250 for third.

Redline Video's Billy DeBere ran away to a 10-second win in the Honda Interceptor Series race, the biggest win margin of memory in the series' history. Behind, Ben Williams, Nigel Gale, Joe Solis and Kent Kunitsugu passed and repassed and rode four-abreast into turn one at times in a super battle for second place. At the end it was Williams ahead of Gale, both secure in second and third, followed by Solis, Kunitsugu and Richard Moore.

Lorenzo Lamas of Falcon Crest was on hand for the Formula USA race and led the entrants in a preliminary parade lap before the warm-up lap.

Results

TOYOTA/BUDWEISER FORMULA USA:
1. Earl Roloff (Kaw); 2. Jim Vreeke (Yam); 3. Rich Oliver (Kaw).
KERKER SB: 1. Doug Toland (Suz); 2. Jim Vreeke (Yam); 3. Walt Nitto (Yam).
HONDA VF500F: 1. Billy DeBere (Hon); 2. Ben Williams (Hon); 3. Nigel Gale (Hon).
750 STK PROD: 1. Earl Roloff (Yam); 2. Scott Gray (Suz); 3. Doug Toland (Suz).
OPEN STK PROD: 1. Marty Sharpe (Yam); 2. Fletcher Wilson; 3. Gianfranco Capasso.
600 STK PROD: 1. David Neal (Yam); 2. Nigel Gale (Yam); 3. Steve Cardillo (Yam).
450 STK PROD: 1. Daren Fields (Yam); 2. Steve Fleming (Yam); 3. Ken Munoz (Yam).
600 SS: 1. Earl Roloff (Kaw); 2. Terry Statum (Kaw); 3. Tom Aquino (Yam).
450 SS: 1. Kenny Nachman (Yam); 2. John Wells (Yam); 3. David Morris (Yam).
OPEN MOD PROD: 1. Earl Roloff (Kaw); 2. Marty Sharpe (Yam); 3. Ray Straka (Kaw).
750 MOD PROD: 1. Steve Cardillo (Suz); 2. Kenny Kopecky (Suz); 3. Walt Nitto (Suz).
600 MOD PROD: 1. Earl Roloff (Kaw); 2. Steve Cardillo (Yam); 3. David Neal (Yam).
450 MOD PROD: 1. Clinton Whitehouse (Yam); 2. Stuart Wilken (Yam); 3. Daren Fields (Yam).
F-1: 1. Don Biava; 2. Kenny Nachman; 3. Stuart Wilken.
F-2: 1. Don Greene (Hon); 2. Marty Vogel (Hon); 3. Rich Oliver (Yam).
F-4: 1. Dana Green (Hon); 2. Matt Winiarski (Yam); 3. Karen Lynaugh (Yam).
OPEN GP: 1. Ken MacNeil (Kaw). OVER 40: 1. Denny Fryer (Kaw); 2. Ray Adams (Hon); 3. Ray Straka (Kaw).
750 Twins: 1. Joe Williams (Duc).
OPEN TWINS: 1. Fred Eiker (Duc); 2. David Gibson (Duc); 3. Earl Campbell (Duc).
VINTAGE: 1. Ken Borden.

AMA Trustees Report

By John Hasty
AMA Chairman

The American Motorcyclist Association conducted its annual meeting of corporate members followed by a meeting of its board of trustees in Houston, Texas, on January 31 and February 1, 1986. James A. Hansen, Cycle World magazine; Timothy K. Hoelter, Harley-Davidson; and Robert Moffit, Kawasaki, were reelected to two-year terms on the board. Jack Mangus, Cycle News Inc., was appointed to serve the remainder of a term vacated by Henry Fiola, who resigned from the board due to a change in his corporate affiliation.

The following trustees were reelected as officers of the Association: Chairman John H. Hasty, Charlotte, North Carolina; Vice Chairman William Baird, Sterling, Illinois; Treasurer James A. Hansen, Newport Beach, California; Assistant Treasurer Timothy K. Hoelter, Milwaukee, Wisconsin; Secretary Dal Smilie, Helena, Montana.

The following committees were appointed: Trademark Policy Committee: John Duncan, Hoelter. Corporate Planning Committee: Duncan, Hansen, Hoelter, Mangus, Moffit, Gary Smith. Legal Committee: Hoelter, Paul Schlegel. Finance Committee: Hansen, Hoelter, Smilie.

William Baird and AMA President Ed Youngblood were elected trustees of the American All-Terrain Vehicle Association.

Baird, Hazel Kolb, Robert Perkins, Schlegel, and Smilie were elected trustees of the American Motorcycle Heritage Foundation.

Professional racing advisory committees for road racing, dirt track, and motocross competition were appointed. The names of delegates on these committees are available from the Association upon request.

The trustees reviewed the audited 1985 financial report and the financial reports of the first quarter of 1986 and noted satisfactory performance. Accomplishments during the AMA's first year under reorganization as a tax-exempt, non-profit corporation included a 17% increase in revenue against a 5% increase in expenses, a 19% increase in assets, and a 600% increase in operating reserves. The rapid increase in operating reserves is connected with a plan to purchase the Association's 30,000 sq. ft. headquarters building in mid-1987.

A review of the 1985 annual report indicated a positive performance in almost all areas of operation. Sanctioned amateur and road riding activity improved by 8% and 6% respectively, sanctioned ATV activity grew by 24%, all categories of membership improved with an overall growth of 2,756 members, and AATVA memberships nearly tripled from 1,458 to 4,026. American Motorcyclist magazine increased in size and continued a three-year trend of increased revenue with a growth of 6% in advertising pages. Sanctioned professional racing events declined by 7%, but entries were up 10%.

A copy of the AMA's 1985 annual report, including reports on the activities of the American All-Terrain Vehicle Association and the American Motorcycle Heritage Foundation, is available upon request.

The president reported on the liability insurance crisis, stating that the Association had already incurred a substantial increase in premium

expenses, and that detrimental effects to the AMA, its clubs, and its amateur competition program were possible in the coming year. He states that special counsel has been retained to conduct an extensive liability audit of the Association, and that every aspect of its operation will be analyzed in an effort to find ways to reduce exposure to liability. In the process, guidance materials will be developed to help AMA chartered clubs and district organizations likewise avoid litigation.

Vice President for Professional Racing Bill Amick reported on plans for 1986, including the following:

*The Camel Pro dirt track series will increase from 21 to 23 events and move into four new market areas. Purses will increase by \$100,000 and the Camel point fund will increase from \$140,000 to \$150,000.

*Camel Pro road races will increase from eight to 10 events and a new Camel point fund will increase the money available for road racers from \$35,000 to \$100,000.

*In addition to series-wide purse increases from \$1.2 million to \$1.5 million, a new Camel Challenge Cup fund will offer \$25,000 to the overall top rider, amounting to a total increase of 21% in purse and point fund monies available to the riders.

*Supercross point funds of \$100,000 from Nippon and \$16,000 from Castrol will increase earnings in both 125cc and 250cc classes, with \$40,000 earmarked for non-factory riders.

*A poor medical insurance loss ratio during 1985 will require a 35% increase in premiums during 1986.

*Many Camel Pro road racing venues will incorporate rounds in the AMA/CCS U.S. Championship Endurance Series.

*A new rule-making process during 1986 will emphasize participation by riders and other interested parties who do not have an opportunity to serve on advisory committees and establish a semi-annual meeting calendar aimed at more advance planning.

Amick and Youngblood described the Association's drug testing program in professional racing over the past decade, and reported on a legal review of developments connected with drug testing in other professional sports.

The trustees commended Amick for his reorganization of the professional racing division.

A report by AMA President Ed Youngblood included the following:

*A 100,000 piece direct mail membership solicitation campaign is underway.

*Negotiations with the Smithsonian Institution indicate that a temporary exhibit in conjunction with the motorcycle centennial could open as early as June 1986.

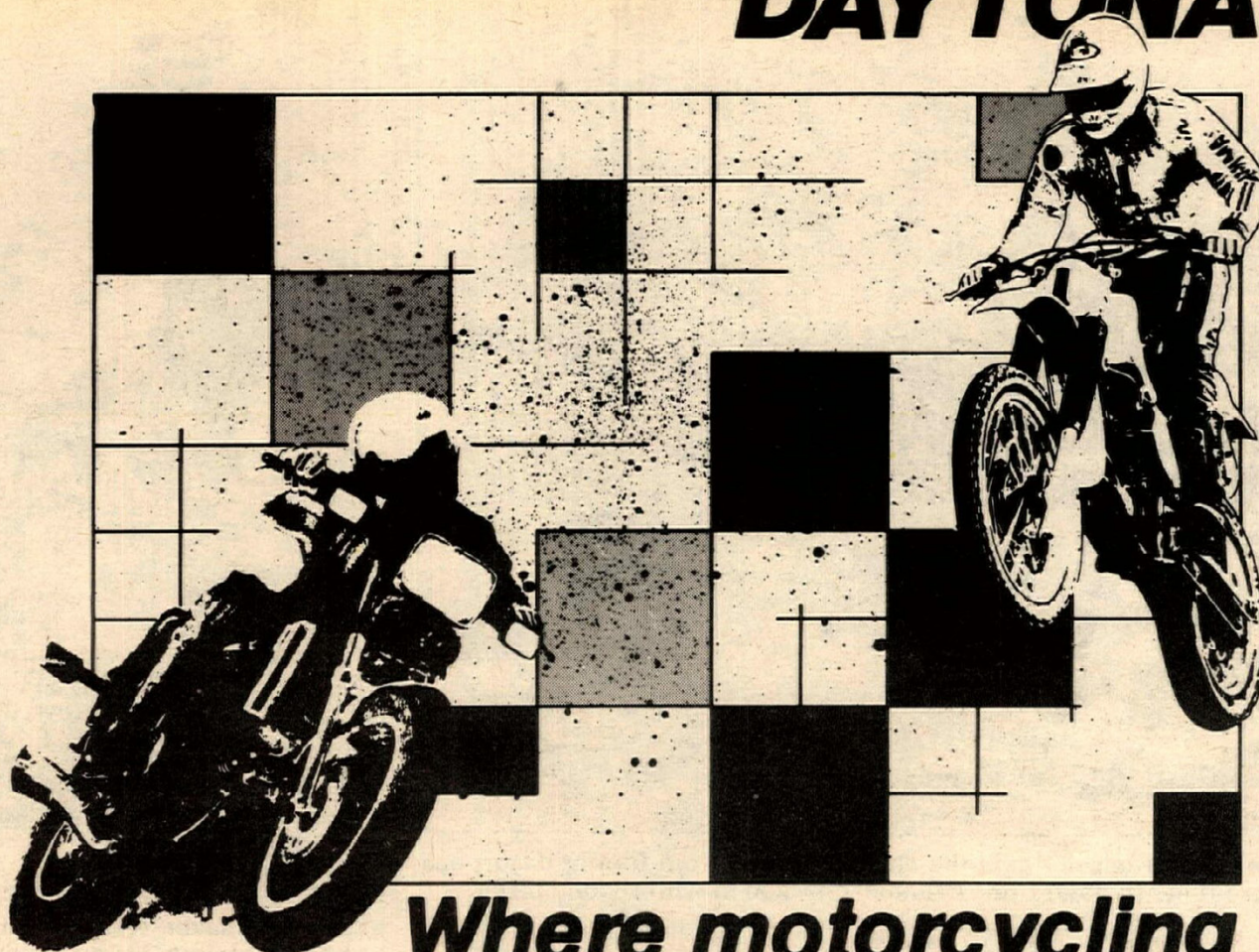
*Additional land near the AMA's home office was purchased in November, and a local property survey and office planning study have been undertaken as essential aspects of the Association's long-range planning process.

*At least two helmet manufacturers have committed trademark violations against the Association in their product advertising and have been advised to immediately cease use of the Association's logo or any reference to AMA approval.

The trustees studied and rejected a proposal to affiliate with a plan called Aid to Injured Motorcyclists sponsored by a California-based law firm.

The trustees approved a plan to provide material support to the Championship Cup Series based on its beneficial growth in both AMA memberships and sanctioned events.

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(Above) Larry Roeseler gets the checkered flag from former desert ace Bob Balentine. (Below) Chris Crandall checked in with second place.



Roeseler is D-38 King of the Desert

By Paul Carruthers

IMPERIAL, CA, FEB. 23

Close to 200 riders converged at the Sixth Annual AMA/D-38 King of the Desert off-road race in 90° heat but when the dust had settled on Ancient Dry Lake in the Imperial

Valley, Husqvarna's Larry Roeseler stood alone. The cagey

veteran used his experience and stamina to reel-in and pass

PHOTOS BY PAUL CARRUTHERS



James Tucker was sixth overall and first in the 250cc class.

teammate Chris Crandall on the final loop to become the fourth King of the Desert.

It was a perfect day for Team Husqvarna as Crandall and Roeseler rode 510cc four-strokes to first and second while Scot Harden took his 400cc two-stroke to a third-place finish. Early leader Garth Sweetland finished fourth on yet another Husqvarna. Two-time and defending King of the Desert Marty Smith was dethroned early as his Yamaha YZ250 seized before the start loop was completed. The first 250cc across the finish line was James Tucker on a Honda.

The early going, however, was tough for two members of the Husky squad. When the banner dropped to begin the six-mile start loop, Roeseler and Harden had their share of problems. Roeseler's bike didn't fire on the first kick and by the time he got it going there was nothing in sight but dust. Harden got caught napping.

"I was putting my goggles on when they dropped the banner," Harden explained. "There was a guy in my starting place and I had gone out to do a run and I had Randy Morales save my place. When I came back that guy was parked there and he wanted me to squeeze into a little space. I told him no, so he got mad and took off. When he did that he roosted me, and my wife and little boy were standing there and he roosted them with rocks. So I took off after him and grabbed and shook him. I was just a little behind after that — I guess I should have let that guy go. I was back in the dust and I had to eat dust for the first loop."

In the supercross portion of the course at the end of the six-mile start loop, Roeseler was ninth and charging while Harden came through in 12th place. Meanwhile, Crandall was fourth. At the first check on the first 30-mile loop, it was Garth Sweetland followed by the 250s of Mike Baker and Jim Tucker; John Bird was fourth.

Crandall made a move in the mud hills on the first loop and going into

the supercross portion of the track for the second time, he was closing on Sweetland and got by. Sweetland, however, emerged before Crandall. Several minutes behind was Tucker and Yamaha-mounted Todd Kennedy; Roeseler was up to fifth at the end of the first loop with Jimmy Means sixth.

By the third loop Crandall was clear with Sweetland spending some time in the pits and losing positions. Harden and Roeseler were still there, however, and on the fourth loop Roeseler got Harden and set out after Crandall.

"It was great," Roeseler said. "I caught Scot on the second-to-last lap in the mud hills and as I was coming down the back straightaway here, I could see Chris leaving the pits. They told me I was second and I knew I had picked up a lot of time on the fourth lap, so I thought, 'Just push hard and I should catch him.' I could see him maybe five or six miles out and I just gradually, gradually reeled him in."

"When I caught him he picked up the pace and we rode side-by-side for about five miles, just wide open. And then I passed him and pulled away a little bit. I think he just slowed down. I don't know if he just conceded to me or not, but he really backed off. My arms pumped up a little bit (early in the race) and I just sort of maintained and the leaders pulled away. They were about three minutes in front of me after a couple of laps. After that I just felt real good. They said my fifth lap was my fastest. It's a long race and endurance is a big part of it. The course had a little bit of everything. Fast stuff, chop, good ditches and you really had to think; you couldn't just hold it wide open because you wouldn't get away with it."

The heat combined with Roeseler's endurance may have cost Crandall the race. He was visibly tired after the 150 miles in the heat while Roeseler looked fresh.

"He passed me in the plain old desert," Crandall said. "We raced for about five miles and then he just got me and I couldn't go any faster; I was done. I just tried to hang in there and go as fast as I could. He just beat me; Larry is good."

Crandall also suffered some bike problems late in the race. "Bike problems are no excuse, but it kept stalling and had a stuck throttle and I don't know why. My whole body is sore, very sore."

Harden's hands were badly blistered after holding on for 150 miles. "Larry caught me at the end of the fourth lap and I tried to stay with him, but I just couldn't hang on anymore," Harden said. "My hands were just gone. It's the same thing that happened to me here last year. My left hand, for some reason, just keeps doing this. Larry was riding real good and I just tried to keep the pace."

The 125cc class went to Yamaha-mounted Bob Bell after early leader Duane Summers suffered a seizure on his Cagiva and fell to third place. "In the motocross section me and Chris (Crandall) were bumping bars and stuff," Summers said. "I was really happy with the start."

The Vet class was won by Honda-mounted Bill Lyons with Robert Dahlgren (Hon) taking the Senior win over Bob Thompson.

Results

OVERALL: 1. Larry Roeseler (Hus); 2. Chris Crandall (Hus); 3. Scot Harden (Hus); 4. Garth Sweetland (Hus); 5. Jimmy Means (Hon); 6. James Tucker (Hon); 7. Phil Means (Hon); 8. Tom Moen (Hon); 9. Derek Paiment (M-S); 10. Todd McKay (Kaw).

250: 1. James Tucker (Hon); 2. Rick Paiment (M-S); 3. Raeynard Morgan (Yam).

125: 1. Bob Bell (Yam); 2. Joe Lane (Hon); 3. Duane Summers (Cag).

VET: 1. Bill Lyons (Hon); 2. Pete Eunice (Hon); 3. Monte Lee (Yam).

SR: 1. Robert Dahlgren (Hon); 2. Bob Thompson (Hus); 3. George Erl (Hus).



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Riding Kawasaki's new 1000GTR Concours

By John Nutting



Kawasaki's new Concours 1000GTR is aimed squarely at the sport-tourer niche previously claimed by the BMW K100. It fulfills its promise.

BMW's approach to the big-bike market isn't an exclusive now that Kawasaki has launched its 1000GTR. For although Kawasaki describes its new bike as a sports tourer,

it's firmly aimed at the buyer of BMW's top-of-the-range K100RT, the rider who wants to be able to travel long distances in comfort, but who also wants a machine that's lively and agile enough for enjoyable touring off the interstates.

And the 1000GTR hits the bullseye dead center. After riding the bike over 500 miles through southern Italy to Sicily, I'm sure that BMW should be seriously reconsidering ways in which to maintain their dominant position as the top touring manufacturer in Europe.

The 1000GTR is as comfortable as you could wish, with a fairing offering weather protection on a par with the best of the highway heavyweights like the Honda Gold Wing.

The bike also has impressive luggage-carrying capacity with enough room in the cases for two helmets or touring gear for a couple.

Yet with an engine based on the 160-mph GPz1000RX sports bike, it's quicker than any heavyweight tourer with a top speed of around 140 mph in good conditions.

But incredibly that's not what makes the 1000GTR such an enjoyable motorcycle to ride.

Kawasaki's engineers have retuned the water-cooled 997cc four-cylinder engine to give more power in the lower half of the rev range.

Power is an ample 108.5 bhp at 9500 rpm compared to the 1000RX's blistering 125 bhp but peak torque is down at a more versatile 6500 rpm.

With the addition of shaft drive, the 1000GTR will pull from almost nothing in the fifth of the six gears yet still give sparkling acceleration. Sixth is effectively an overdrive that gives relaxed touring at lower revs than on the 1000RX.

And in keeping with the touring image, the 1000GTR has a massive 7.5-gallon tank.

Even when speeds were averaging close to the ton on the Italian Autostrada del Sol, the Kawasaki could still average over 40 mpg to give a touring range of almost 250 miles. With more casual speeds, 300 miles to a tankful should be a possibility.

With such lavish equipment, the 1000GTR is more weighty than the 1000RX, as you'd expect. With a full tank it tips the scales at over 650 pounds. But the only time you notice it is when you manhandle the bike off the center stand.

Steering and handling display a lightness that are more like a bike of half the weight. On the coast road west from Salerno, south of Naples, to Sorrento where the continuous series of tortuous bends makes anything over 35 mph almost suicidal, the 1000GTR could be flung about with such ease that even after a full day's mountain riding I felt fresh.

The 1000GTR uses a frame based on the GPz900R's with a tubular steel spine structure incorporating part of the rear subframe and uses the engine for support. On paper the long wheelbase of 61.5 inches (two more than the 900R) and shallower steering head geometry would indicate heavier steering.

But Kawasaki are for the first time using Dunlop radial tires designed especially for the machine. Like other radials offered by Pirelli and Michelin, they are claimed to offer equivalent load capacity to biased belted tires but with lower heat generation and wear rates.

In combination with a relatively narrow 18-inch front wheel, the tires also deliver a delicacy in the navigation that's a revelation.

And thanks to the use of a long swingarm, the shaft drive doesn't pogo the rear end under acceleration or a trailing throttle. So the bike stays stable through long bends. And it corners like a racer with more than ample clearance.



A press ride in Europe left reporters impressed by the Concours' power, comfort and ability to travel fast on twisty mountain roads.

At speed, the Kawasaki's stability isn't quite as arrow-like as I would have liked. The bike starts to feel elastic over 110 mph, enough to inhibit really spirited cornering. But to be fair, that was loaded saddlebags.

Overall, and especially at around 90 mph, the 1000GTR is as refined as you'd want.

Suspension is softer than the 1000RX with a broader range of damping adjustment for the single rear air shock that allows loads up to 441 pounds.

There's no anti-dive system on the telescopic front fork, nor is one needed. But the fork legs are connected so that air pressure adjustments can be conveniently made.

The ride is smooth and apart from occasional jolts at low speeds in town from the front fork, the comfort is luxurious.

The riding position verges on the sporty side with a pair of 'bars that are about two inches higher than the 1000RX's. That gave me clear view over the top of the screen. But it didn't remove me from enough air blast to rattle my visor. All it took was a slight crouch and even at an indicated 130 mph I was comfortably cocooned in a pocket of air.

Slots in the fairing direct air inside the screen and for Europe, deflectors on the edge of the lower fairing edges keep cold air from the rider's legs. And enough heat trickles from the engine bay to keep your feet warm which could be troublesome in summer. For America, special deflectors, which are a European model option, can be used to push cold air onto the rider.

To my surprise, the 1000GTR doesn't have the rubber mounting system for the front of the engine as on the 1000RX. So with the retention of a double-engine-speed balance shaft the tourer vibrates about as much as the 900R. It's not bad, but the 1000RX is smoother at speed.

Fortunately, the engine is so flexible that along with a wider ratio gearbox it's not necessary to buzz the unit over 4000 rpm. The pleasantest band is about 90 mph in top gear where the 'bar-end balancers and wide footrests virtually eliminate the buzz.

Beyond 120 mph the grips vibrate enough to occasionally numb your hands, but the handling is getting flighty by then, and the bike is mostly a tourer so that isn't too much of a problem.

The controls are well set up with a light hydraulic clutch and slick gear change action. The switches are the same as the 1000RX's but the instruments, including an engine temperature gauge and fuel gauge, are new with a pleasing blue glow at night. The silly voltmeter in the tach dial has been dropped.

The brakes, slightly smaller front discs than the 1000RX's and a larger rear (because it's more enclosed), are worthy of note in that they main-

tained composure and less than the usual Kawasaki snatchiness, even after several hard mountain descents.

Attention to details is satisfying, too. There's the luggage rack which can be enclosed by a small fairing when not in use and which has folding bungee hooks. And the digital clock; the perfectly positioned mirrors; or the substantial front and rear mudguards.

So well is most of the bike's equipment designed that the standard lockable luggage cases literally stick out like a sore thumb. Though they comfortably take masses of gear, they're very wide, measuring 36 inches, and it was far too easy to nudge cars in dense traffic.

Apart from BMW, no manufacturer has attempted to offer a good all-around bike that can be enjoyable to ride yet doesn't suffer from the inevitable compromises which are necessary. Heavyweight tourers can't cut it in the mountains and sports bikes fail on the counts of convenience and carrying capacity.

The 1000GTR can be all things to most riders. Which is why the bike was a hit with practically all the riders present from all over Europe and America. The exceptions were the Germans, and it's not difficult to understand why. The new Kawasaki pitches at BMW in a way that promises a tough battle in 1986.

Kawasaki GTR tech

The 1000GTR Kawasaki's engine and transmission are in effect a 997cc version of the American market's Eliminator 900, with a driveshaft grafted onto the water-cooled engine's six-speed gearbox.

The bottom half of the engine is virtually the same as the GPz1000RX with a bore and stroke of 74 x 58mm, flat-top pistons giving a 10.2:1 compression ratio and the same four valves per cylinder. To improve flexibility for touring, the carburetors, exhaust system and valve timing have been changed.

Boosting torque over the 1000RX figures are smaller 32mm flat-slide Keihin CV carburetors and smaller-diameter stainless steel exhaust pipes, down from 38.1 to 31.8mm. Valve opening duration is reduced from 290 to 275° and lift cut from 9.0mm to 8.4mm.

While the claimed peak power is reduced from 125 to 108.5 bhp at 9500 rpm, more importantly the peak torque of 72.3 lb.-ft. has been moved down the rev range from 8000 to 6500 rpm. And usefully, the RX's flat spot below 4000 rpm has been eliminated.

Kawasaki claims that its cooling system for the 1000GTR, which is basically the same as for the RX, is

(Continued to page 21)

Kawasaki cleans up in Wash.

AMA SUPERCROSS SERIES: ROUNDS 4-5.
SEATTLE, WASH. FEB. 14-15, 1986.

It was a dirty job, but someone had to do it. And Kawasaki's Jeff Ward and Donny Schmit were the right ones. When the final cycle had finished the Seattle Supercross, Jeff, Donny, and their Kawasaki KX's had put on a spotless performance. And their competition had shrunk dramatically.

Ward's true colors came out Saturday as he dusted the 250cc Pro main. Sunday, Schmit, Carroll Richardson and Tyson Vohland hung the 125cc Pro-Am out to dry with a clean sweep. Just a week before, Donny whitewashed the 125cc Pro-Am San Diego Supercross.

No matter where you ride, KX's are the cleanest, meanest machines around. Liquid-cooling, Uni-Trak® suspension and an improved Kawasaki Integrated Power-valve System (K.I.P.S.) are just a few of their many performance features. Another likeable feature is Team Green's improved Contingency Program for 1986. Which means riders could polish off a tidy \$964,320.

Your local Kawasaki dealer has a full load of sparkling new KX bikes. Buy one, and put the competition through the wringer.

Kawasaki

Let the good times roll.

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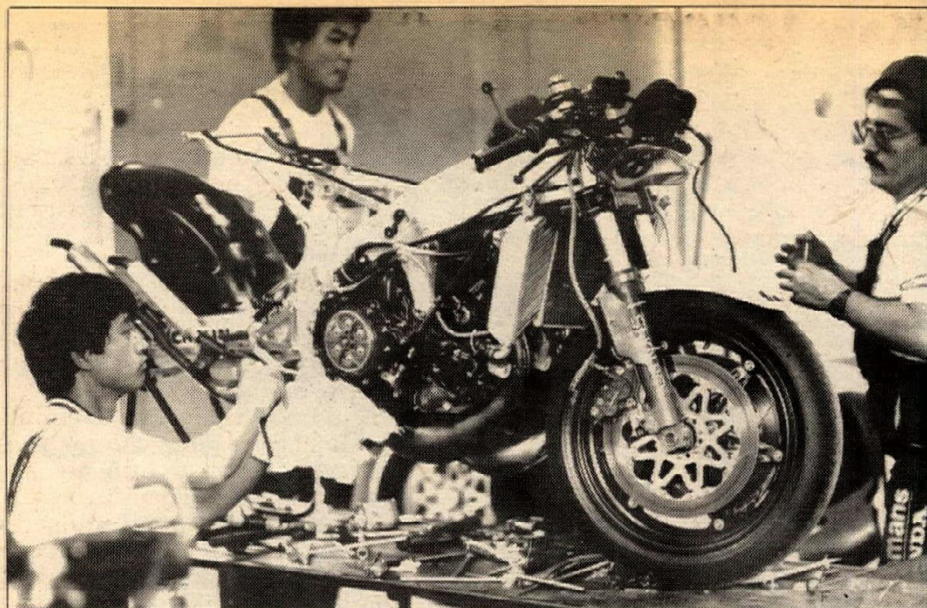


March 5, 1986 CYCLE NEWS



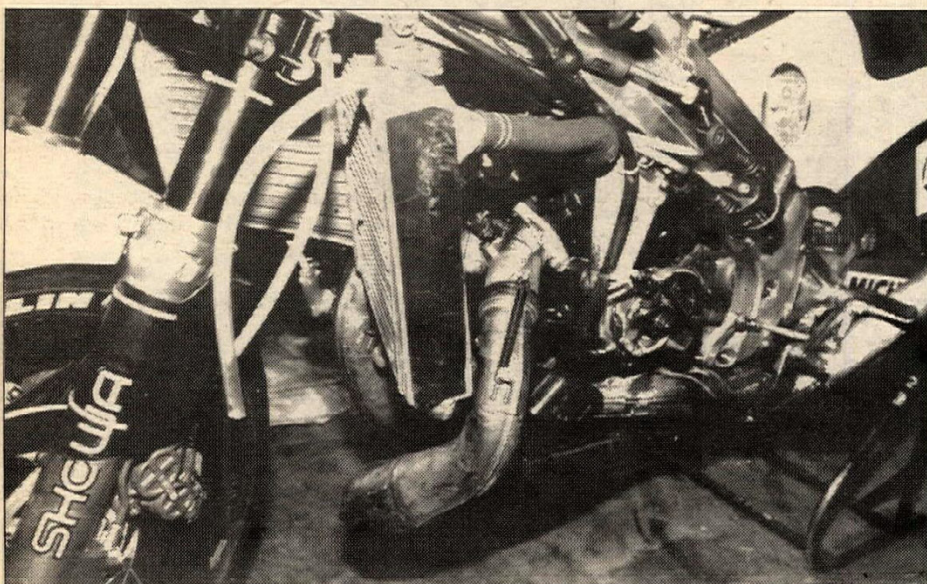
Always wear a helmet and appropriate apparel.





PHOTOS BY PETER CLIFFORD AND LEO VOGELZANG

(Above) Honda engineers strip down the Honda NSR500. (Below) The V-four uses a V-shaped aluminum radiator that necessitates abrupt exhaust routing.



Riding impression: Honda's NSR500 Grand Prix bike

The ultimate Grand Prix machine?

By Peter Clifford

It was the perfect conclusion to a very satisfying end-of-season test period. At Imola, in Italy, I had the good fortune to compare the two works Suzukis of Rob

McElnea and Franco Uncini. In the south of France at Paul Ricard I had seen how much faster was Christian Sarron's OW31 Yamaha, and finally I was able to complete this unique four machine comparison with the master of them all — Freddie Spencer's World Championship winning NSR500 Honda.

To add icing to that sumptuous cake I was also allowed to try the title winning NS250RW as well in a double test in Japan. Once more I had to balance the requirements of riding a works Grand Prix special at a meaningful speed with the dictates of prudence considering my much less than works rider status.

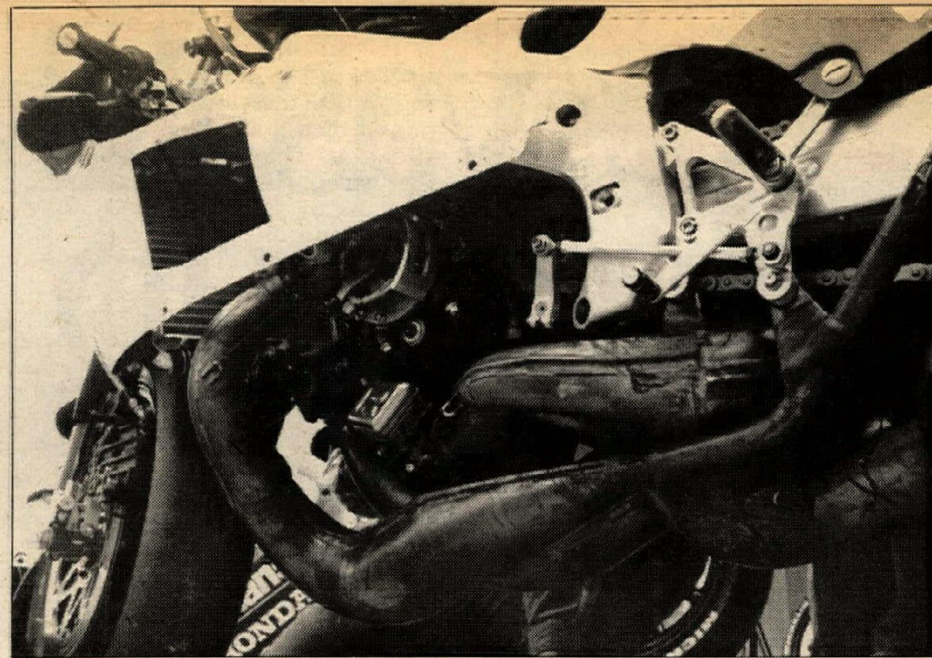
I was reflecting on this that sunny afternoon as I was about to test the NS250RW: Practice at the tight Tsukaba circuit was delayed as some cars had just spread oil over a section of the track before our second practice session of the day.

The Honda factory test riders had been out to take a look and get some

cement dust laid in the right place. I waited, and my concern grew. Was it really going to be any fun testing a peaky little V-twin, picking my way between the slippery patches of oil? It had already been impressed upon me that there were only four of these little jewels in existence, rarer even than the NSR500s of which there were six.

The 500s had been used for the Japanese championship and by Wayne Gardner and Randy Mamola on a few occasions, but the 250 was a Spencer-only machine. Other Honda riders had to make do with special versions of the RS250 production machines.

The track had been checked and I was warned where to expect oil and once more reminded to be careful. It hardly needed saying. I made a cautious lap of the tight circuit to check where the oil lay and found it well marked with cement dust. I was just considering how I might pick the best line to avoid when local hero Shungi Yatsushiro came past on the Moriwaki RS500.



The V-four engine of the NSR500 bolts to the chassis at the rear; note the complex exhaust system.

He accelerated inside me leaving the tight 180° righthander at the end of the pits. The back tire was spinning enough to leave a black strip of rubber across the tarmac as he drifted across the road in front of me. I chased him down to the next left-hander where the oil had been dropped. Out of there he was even more aggressive with the throttle and with another black line on the road, the front wheel of the Honda pawed the air as it lunged towards the next turn with Yatsushiro apparently oblivious of the oil and dust.

As he accelerated away, I settled down to get to grips with the 250. There was little to worry about from the track's surface and the little machine was a joy to ride. Far from being peaky, the 250 had a remarkable spread of power, better in fact than Spencer had enjoyed during the Grand Prix season as Honda was testing some flat-slide Keihins as a possible replacement for the cylindrical units common to both 500 and 250cc machines.

It meant the engine pulled very well from 8500 rpm in second and 9000 in third. This suited the circuit well and as you would expect from a World Championship winning machine, it was difficult to criticize in any other area. Braking into the corners was just perfect with ample feedback to give confidence as well as performance.

The handling was completely neutral in almost all situations and the only time I felt uncomfortable was trying to run through a corner on a partially closed throttle at high revs. With the red line set at 12,500, sweeping through a curve trying not to accelerate much at about 11,000 had the engine hunting and surging. I was being timid and it was not really a Grand Prix racing situation, except perhaps in the wet where the rider might not want to accelerate hard. I found it easier to change up so that the engine was lower down the power curve at about 9000 or even 8500. If I had a portion of Spencer's ability, or even if I was racing the bike in more familiar circumstances, it would not have been a problem.

After a brief call at the pits to note down a few of these observations, I rejoined the circuit as Jun Yamada, test rider for the Japanese monthly Grand Prix Illustrated, came past on the NSR500. I spent a lap making sure that the 250's tires were still warm and then decided to see if I could catch the 500. I had an idea I could, having already ridden the bigger machine and found it impossible to catch the 250 when the positions were reversed.

The problem was that the 500 proved a real handful around the tight circuit. Try using the power fully and it just wanted to head for the trees. Not that the machine was uncontrollable but there were just so few sections around the circuit that allowed me to use anything like all the power on tap. Freddie Spencer's reaction to the tight LeMans Bugatti circuit came back to me. "It is just a joke to race a 500 on this track," said Spencer during practice for this year's French Grand Prix. "It is just all acceleration and braking and very bumpy. It really is too small for a modern 500." Lawson had similar views on using his OW81 Yamaha.

The Tsubaka circuit is not bumpy but is certainly even tighter than Le Mans and the 500's powerband was critical to my ability to get it around in safety at any sort of speed. Thankfully, it was remarkably and distinctly better than the OW81 Yamaha of Christian Sarron that I had ridden at Paul Ricard a few weeks before. The Yamaha had a definite surge as the power came in past 8000 rpm. The Honda did not and while most of the engine's time was spent up between 10,000 and the red line at 12,000, it was very useful down as low as 7000, which was important considering the tight hairpins on the circuit.

The engine proved so flexible that you could not really say it had a power band, although things are happening at an incredible rate once you get past 8000 and the power is unleashed by the engine like water from a breached dam whose wall gets more and more flattened as the revs climb. The power increases seemingly at an exponential rate through the red line at 12,000.

Don't even try to compare it with the fastest road bike, turbo-charged or not. Nothing will prepare you for the sensation of twisting the throttle and unleashing over 140 bhp on a machine that weighs a little over 100 kg. You just have to be pointing in the right direction and well over the petrol tank to keep the front wheel on the ground.

On one occasion I did get a little too keen with the 500 leaving a corner and poured on the power in a second before I had the bike upright and pointed down the straight. The front wheel started to climb and I had a better view of the trees at the side of the track than I did the tarmac ahead. I closed the throttle judiciously and with a rather untidy maneuver turned the NSR back on course. That only happened once but it reminded me just how rare is the individual who can pull off a Mamola wheelie, a



Peter Clifford at speed on the NSR500 at the Honda test track in Japan.

Gardner slide or a Spencer-style World Championship win on such a machine.

It is obviously a harder machine to get the best out of than the NS500 triple I tried a year ago. The four's power band may be more progressive but there is more on tap, demanding more of the tire and rider. It was only later that I was able to reflect that during my previous day's visit the HRC the directors, Mr. Fukui and Mr. Oguma, pointed out that next year's NSR engine would be more powerful, more compact, lighter and that with further use of titanium, carbon fiber etc., they would get closer to the FIM minimum weight of 100 kg.

Heaven help the opposition and considering the way Spencer won the championship this year, I asked them why they were developing a completely new machine.

They both smiled. "We are engineers," said Mr. Oguma. That seemed a complete answer.

The engineers had made a good job of the '85 model and once all that power had been unleashed and the next corner was approaching at a distressing speed the Nissin brakes could be relied upon to stop the blue and white flash with perfect control.

The brakes on the Yamaha were just as powerful and easily metered but without the Honda's TRAC, the OW31 dived at the front, compressing the forks to the point that it could affect the feedback from the steering and threatened the feeling of stability.

The Honda resisted this but with a slight trade off if you are tempted to do a touch of braking in the middle of the corners. Not a recommended practice this, but something that I did a couple of times — getting in a little over my head with the tightening of the best circuit.

Touch the brakes in the middle of the corner on the Yamaha and the front end dips as you expect. If anything the bike turns tighter. Touching the brake on the Honda activated the torque reactive anti-dive and instead of the forks compressing and creating a reduction in trail and self centering action, the increases pressure on the tire contact patch increased the self centering effect, and the bike tried to take a wider line.

This will rarely affect the machine's usual rider as Spencer is somewhat unlikely to misjudge the corner as I did and would only brake if a rider in front did something that left him with no choice. Remembering my ride on McElnea's Skoal Bandit Suzuki, I had gained such confidence in that machine's extraordinary braking performance that I was hard on the handlebar lever all the way into the corner and never thought of coasting in and having to touch the brakes halfway around.

It would be difficult to say with cer-

tainty that the NSR was not as good as the Suzuki under braking; more likely I just found it more intimidating and did therefore not brake as late or as deep as I would in a real racing situation. There remained the interesting comparison between the Yamaha and Honda and the pros and cons of anti-dive.

The Honda certainly had none of the Gallina Suzuki's very strong desire to carry on in a straight line under braking to the extent where it only wanted to commit itself to turn once the brakes had been released.

The hardest test of anti-dive is braking over bumps where the damping must still be allowed to work efficiently, but at Tsukuba the only bumps are the ripples around the last long sweeping right-hander. The NSR tracked across those without the least concern, the Showa suspension coping with a long patch of ripples running the length of the curve. Neither front nor back wavered and the 250 proved as reliable, although the second half of the corner seemed bumpier on the 250 than on the 500, either just because the machine is lighter or because I was getting on the power stronger with the 250 towards the second half of the curve.

Other than that, the 250 and 500 both behaved in a remarkably similar fashion. At first I thought the smaller machine lacked the stand up under braking tendency but when I rode it harder chasing the 500, I found it did exactly the same thing. Again it was more interesting than worrying and confirmed just how similar the two bikes are. They were of course developed side-by-side. The 250 was built first and Spencer asked for a 500 that was just the same and he got precisely that. The same twin spar frame and similar brakes and suspension — just everything scaled up slightly to cope with the power of the 500.

One thing that did stand out swapping from the 500 to the 250 was the engine vibration. The jangle I got from the V-twin reminded me just how smooth the V-four had been. The 90° four was perfectly smooth, something that must help prevent fatigue in a long race. The 250 had the disadvantage of longer firing intervals and less well balanced reciprocating masses and that was apparent when it came to the push start. The 500 fired itself into life with the most casual push. Trying the same thing on the 250 created a stutter as it fired half as frequently, not difficult, just less remarkable.

The four was also easy to catch on the clutch and throttle because of the superb carburetion provided by the magnesium-bodied twin choke casting Keihin. It was noticeably quicker and more reliable to pick up than the Yamaha, which still battles a little with low-and mid-range carburetion. That was something born out with the starts of this season's Grands Prix as the Yamahas were slower off the grid. I would have thought the four was even better than the three, but perhaps the four was still a kilogram or two heavier than the NS and hence Haslam could get his triple off the line quicker.

Even pushing the 250 hard enough out of the corner to promote a rear wheel slide caused no heart-stopping drama, just a predictable movement from the radial Michelin. I didn't trust the 500 to be so forgiving and having had the front wheel come up at the wrong moment once, I was not anxious to find the limit of the rear tire's adhesion. I'll leave that to Wayne Gardner or Freddie Spencer and wonder with a greater understanding as they slide and wheelie their way through battles with the Suzukis and Yamahas during the 1986 season.

Kaw 1000GTR

(Continued from page 18)

superior to Suzuki's oil-cooling system on the GSXR four-strokes.

They claim that with the combined water-cooling and oil cooler the coolant runs colder for better heat transfer, giving more potential for power.

Drive from the crankshaft is the same as on the 900R and 1000RX with a gear cut onto the crank driving the clutch.

The clutch is derived from the 900's and uses a diaphragm spring damper in addition to coil springs in the clutch basket. There's also a back-torque limiter that allows the clutch to slip under heavy engine braking.

The six-speed gearbox is the same design as the 1000RX's with a limiter in the gearchange making neutral easier to find from bottom gears.

Ratios have been altered to give lower bottom and second speeds and a higher, overdrive-type top gear. Third to fifth are the same internally but the slightly lower final ratio lowers the overall ratios marginally.

Chassis is based on the GPz900R's spine type and incorporates the engine as part of the structure. The difference is that, unlike the 900R's light-alloy rear subframe, the GTR's is almost all steel tubing except for a smaller alloy frame supporting the rear fairing. As a result it's heavier at 51 pounds.

Explanation for not using rubber mountings for the engine as on the 1000RX is that low speed handling was more important than the ultimate in smoothness, says chassis specialist 'Hank' Hosoi.

"That meant the engine needed to be mounted lower than on the 1000RX, and to achieve that we had to use the 900R diamond frame which doesn't use lower frame tubes, making it easier to fit in the exhaust pipes," he says.

The engine, however, retains the double-engine-speed balancer from the 900R to the minimize secondary vibration which causes the high-frequency buzz common to inline fours.

GTR/RX Comparison

Kawasaki's 1000GTR uses a set of wider gearbox ratios to suit the engine's more flexible powerband.

Both bottom and second internal gear ratios are lower than on the 1000RX while the sixth speed gears are swooped over to give almost an overdrive on the GTR.

Because the GTR uses a slightly lower final drive ratio with the shaft and bevels, third to fifth are just slightly lower overall than on the GX.

Overall effect is that while the 1000RX is revving at 4950 and 4425 rpm in fifth and sixth respectively at 70 mph with a 10.6% difference in the ratios, the GTR is revving at 5000 and 4175 rpm, giving a 16.5% drop into top gear.

Top gear on the GTR equates to a theoretical 176 mph at the 10,500 rpm redline, but of course the 108.5 bhp peak power isn't enough to achieve this. The more slippery, lower geared and more powerful RX can probably peak in top gear at 166 mph in the right conditions.

Respective ratios and speeds at 10,500 rpm in the gears for the GTR and RX are as follows:

1000RX	Internal	Overall	Mph
Primary	1.732		
Final	2.666		
First	2.800	12.93	62
Second	2.000	9.24	86
Third	1.590	7.34	108
Fourth	1.333	6.16	129
Fifth	1.153	5.32	149
Sixth	1.035	4.78	166

1000GTR	Internal	Overall	Mph
Primary	1.732		
Final	2.708		
First	3.071	14.40	55
Second	2.055	9.64	82.5
Third	1.590	7.46	106.5
Fourth	1.333	6.25	127
Fifth	1.153	5.40	147
Sixth	0.965	4.53	176

Kawasaki 1000GTR

Engine type Water-cooled, DOHC inline-four

Bore x stroke 74x58mm

Displacement 997cc

Compression ratio 10.2:1

Carburetion . . . (4) 32mm Keihin CV

Horsepower 108.5 bhp @ 9500 rpm

Torque 72.3 lb.-ft. @ 6500 rpm

Valves per cylinder 4

Intake valve size 29mm

Exhaust valve size 24.7mm

Intake lift 8.4mm

Exhaust lift 8.4mm

Included valve angle 34.9°

Intake valve timing 37.5-57.5°

Exhaust valve timing 57.5-37.5°

(measuring pt.) 0mm

Starting system Electric

Battery rating 12V 18AH

Ignition Electronic

Lubrication Wet sump

Redline 10,500 rpm

rpm @ 60 mph 3750 rpm

Primary drive Straight-cut gear

Final drive Shaft

Gear ratios

Primary 97/56; 1.732:1

Final . . . 16/21x32/9; 2.708:1

6th 28/29; 0.965:1

5th 30/26; 1.153:1

4th 32/24; 1.333:1

3rd 35/22; 1.590

2nd 37/18; 2.055

1st 43/14; 3.071

Calculated speed in gears at redline

6th 176 mph

5th 147 mph

4th 127 mph

3rd 107 mph

2nd 83 mph

1st 55 mph

Frame Steel tube

Rake 28.5°

Trail 4.84 in.

Front suspension type . . . Tele-

scopic forks

Fork tube diameter 4/mm

Front wheel travel 5.5 in.

Rear suspension type . . . Single-

shock swingarm

Rear wheel travel 5.5 in.

Front brakes . . (2) 10.6-in. discs

Rear brakes 11-in. disc

Front wheel 2.15x18-in.

Rear wheel 3.50x16-in.

Front tire . . 110/80-18 Dunlop

K105F

Rear tire . . 150/80-16 Dunlop

K700G

Claimed dry weight . . . 584 lbs.

Certified wet weight N.A.

Overall length 90 in.

Overall width 29.9 in.

Overall height 55.7 in.

Wheelbase 61.2 in.

Fuel capacity 7.5 gal.

Ground clearance 5.5 in.

Seat height 32 in.

Load capacity 441 lbs.

Colors Red, grey

Retail price \$5699



NIGHTIME DUST STORM PHOTOS BY BRUCE NEWTON

(Above) Ross Jones (left) and Ron Begin check out the class-winning Honda CR250 of Vanscourt/Bolton. (Below) Derek Paiement pits the overall-winning Honda.



Baja journal:

All night in the pits

By Bruce Newton

Puckah, puckah, puckah, fizz, crackle, pop. "Hello, Honda 13, this is Honda 14. Do you read? Over." Puckah, puckah, puckah, fizz, crackle, pop. "Hello, Honda 13, this is Honda 14. Do you read? Over." Puckah, puckah, puckah, fizz, crackle, pop.

"Dammit. I can't get anyone in this wind," says Ross Jones, angrily throwing the radio receiver back into his truck.

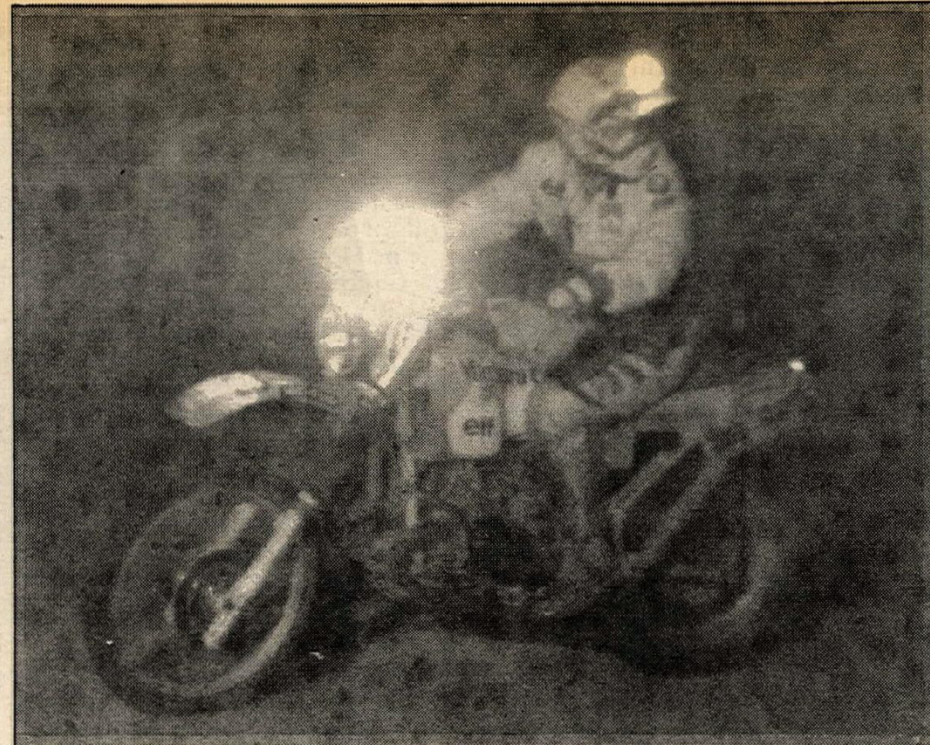
Unhappily, he stares off into the night and waits. That's all he and co-worker Ron Begin can do. They are Honda's pit crew in the daunting San Matias pass section of the 1985 Baja 1000.

It's about 9:00 p.m. and the leading bikes, which have been racing since 6:00 a.m., will soon be here, at one of

the last serious obstacles left on the run into Ensenada.

And that's where the radio comes in. They know Hondas are in contention for a number of class wins, as well as outright victory. They know the leaders left San Felipe a while ago. They want to know when they can expect them.

But the wind is preventing that. It's blowing at gale force, billowing down through the craggy mountain pass, whipping up the fine-grained sand and bending the stunted trees in its path, and making radio communication impossible.



Dave Chase heads up the wash on the BMW opposed-twin four-stroke entered by BMW North America and the West German factory.

It's a strange scene. The Honda pit, comprising two trucks, sits right in the center of this maelstrom, abutting the course.

There're a few spectators, sitting in their rocking vans and cars. A couple of hardy souls stand next to a fire, while Mexican pop songs play on a tape deck nearby.

Just a couple of hundred yards away runs a main highway. People occasionally travel by, cossetted by heaters and sheet metal from the elements. A 10-minute drive from here in either direction and it's a nice night. Here, it's hell.

Ross and Ron sit in the middle of it, dressed in heavy jackets and jeans, MX gloves and goggles, trying to keep the sand and cold out.

Someone is definitely coming though. They're still a long way off, travelling across El Diablo dry lake, but to Ron and Ross the wait for them to arrive is interminable. You do tend to get impatient when you're being assaulted by a fierce sandstorm to the accompaniment of static from a useless radio.

At least these guys are making some money out of this. After all, Honda is a rich company, and it's paying out a lot of bucks to win Baja.

Ross laughs at such a suggestion. "Our payback is getting to see our riders collect the winner's trophy," he says, dead serious.

The lights are much closer now, but there's something strange going on. Instead of powerful racing lights cutting through the blackness, these are normal car lights.

The answer is soon provided. Larry Roeseler appears around a bend in the river wash, riding one-handed, the left hand clutching a flashlight. His Husqvarna four-stroke's lights have blown!

He's travelling real slow, picking his way along, fighting the wind and grit, but he's not alone. Behind him come his temporary lights, two pick-up trucks, revving madly in the sand to keep up.

It's a crazy sight, quickly swallowed by the night, although the headlights are visible for a while, bounding and dancing off the walls of the pass.

This strange convoy has electrified the Honda men. Randy Morales and Derrick Paiement are in second place on a CR500. This could be their chance to snatch the lead, depending on how far they are behind.

Ross is quickly to the radio to relay the news.

"Honda 13, this is Honda 14, come in, over."

Puckah, puckah, puckah, fizz, pop, crackle.

He tries again but there is no answer. He abuses the radio again. It crackles back indolently.

The waiting begins again. Everything is set, it has been for hours. The fuel containers, tires, chains, filters and tool-box are ready. All that can be done now is pick things up as they blow over.

Then the crazy dance of light begins again. This time though, the light has purpose. It's one long, probing, unified finger. It's Paiement.

Ross and Ron swarm over the bike, refuelling, oiling the chain and checking the rear tire.

As he refuels, Ross gives Paiement the word: "Roeseler went through 25 minutes ago without lights. He was going slow and riding by the lights of a couple of pick-ups.

He repeats the message. Paiement doesn't need to hear it a third time. He's gone, back into the ferocious night and moving quickly.

The stop has lasted maybe two minutes and brought with it a sense of concentrated excitement and intensity. You appreciate just how much effort these guys are putting into this race, how much they want to win.

Much of that feeling leaves with Paiement. However, a new type of intensity replaces it, that of a rider waiting for his teammate to show up.

Chris Haines has been seated in the second truck all this time. He's partnered with Jim Fishback on a Class 30 XR600. All race long they have battled with the Rahier/Hau Marlboro BMW. The last word had the Belgian just in the lead.

Now Haines is suiting up in his Baja armor. He's tense. He walks around in circles, does knee-bends, gives instructions on a replacement air-filter for maybe the 100th time, but most of all, he waits.

In different circumstances, he would look slightly ridiculous. After all, you don't see too many people wearing motorcycle helmets with bicycle lamps duct-taped to the top!

The lights are a long time coming and there's not a great sense of excitement when they finally do appear, as Rahier is the one expected.

But it's Fishback! If Ross and Ron are surprised by his arrival, they're too busy to show it, as the veteran desert racer reels off a string of requirements.

"We need new lights, a tire, chain,

filters . . ."

Fishback fits the new light himself, then staggers away from the bike. "I'm through," he gasps, displaying his raw, blistered hands. He slumps against a tool chest, too tired to stand, too tired to sit.

However, he is called back to the bike to help fit a new muffler. Finally, after eight long minutes, all the work has been done and Haines is on the bike and gone, bouncing his way up the wash.

Rahier has not come through yet, nor has the Class 22 BMW of Kelly/Chase/Reid.

The boys are understandably happy with their efforts. Things are looking up for Honda and they're playing their part.

"Eight minutes to chance all that. I think we did okay," says Ron.

"You didn't hear anyone complain, did you?" replies Ross.

After thanking them, Fishback departs for Ensenada — in an air-conditioned truck via the highway.

Even the radio seems to have cheered up and works long enough for Ross to send an update report before it once again goes back to its old annoying ways.

The BMWs finally come through; Dave Chase going slowly on one main light only, while Rahier is pushing hard after a time-losing puncture.

The occasional car is also wending its way through by now, as well. One buggy comes racing down from the nearby highway totally lost. He's spotted the lights of the Honda pit and bee-lines for them, cutting straight across the course then completing a giant circle, the little car's engine revving madly and its fat tires churning the sand.

Finally he comes to a stop in the middle of the wash. Confused and disoriented, he simply does not know which way to go. Everyone is pointing up the wash, he gets the message and with a toot of his air-horn, is gone.

Following that, the stops by the Ogilvie/Miller XR600 and the Wright/Dickson/Coe three-wheeler are anti-climactic.

Time drags once more, and Ron and Ross are beginning to feel the effects of the day. They're beginning to realize just how tired, hungry and sore they are. Wearily, they climb in Ross' van to eat and escape the wind for a while.

Around midnight things all of a sudden start happening again. The Vanscourt/Bolton class-leading CR250 comes in, followed 30 seconds later by the Buckley/Johnson CR125, also leading its class.

Nothing is ready. In fact, it's a little while before the pitmen realize what is going on and tumble out of the van.

The 250 rider quickly analyzes the situation and decides to press on for the next pit. But the 125 stays; it needs fuel and that's what is being sprayed into the wind as Ron and Ross struggle to get gas from the main drum, into a refuelling canister and then into the bike.

But they get it done eventually, and happily it cost neither bike their class win.

Ironically, their heroic efforts of a few hours earlier were in vain. Paiement never caught Roeseler, while an inspired Rahier caught Haines.

Still, Ron and Ross got to toast the overall victory anyway, as the Husqvarna team lost the outright victory after the race for missing a check, handing victory to Morales/Paiement.

At least, I think they got to see the presentation. For all I know they could very well still be out in the pass, waiting for the next Honda rider to come through.

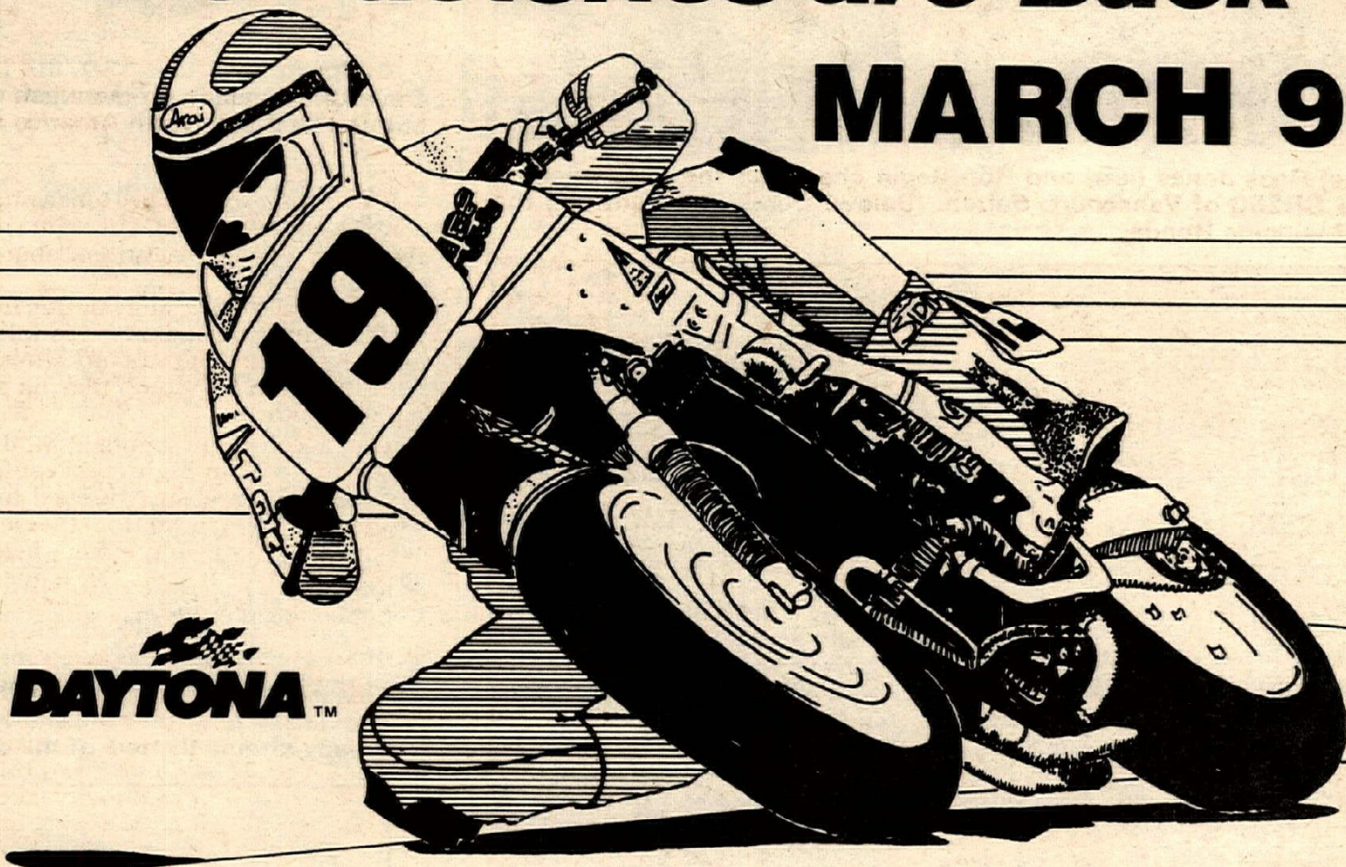
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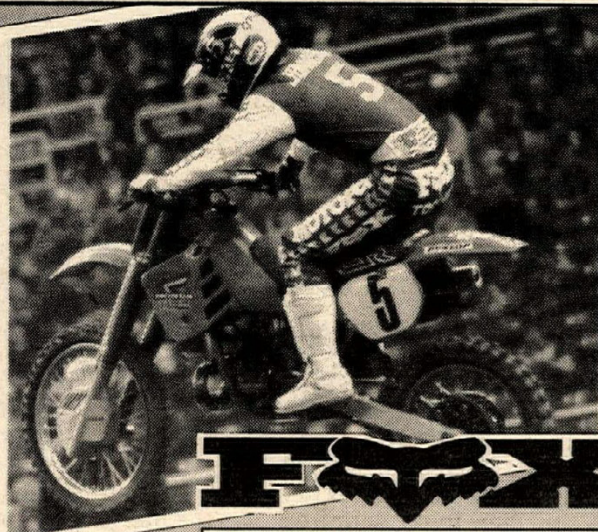
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Radials that work . . . and some that don't

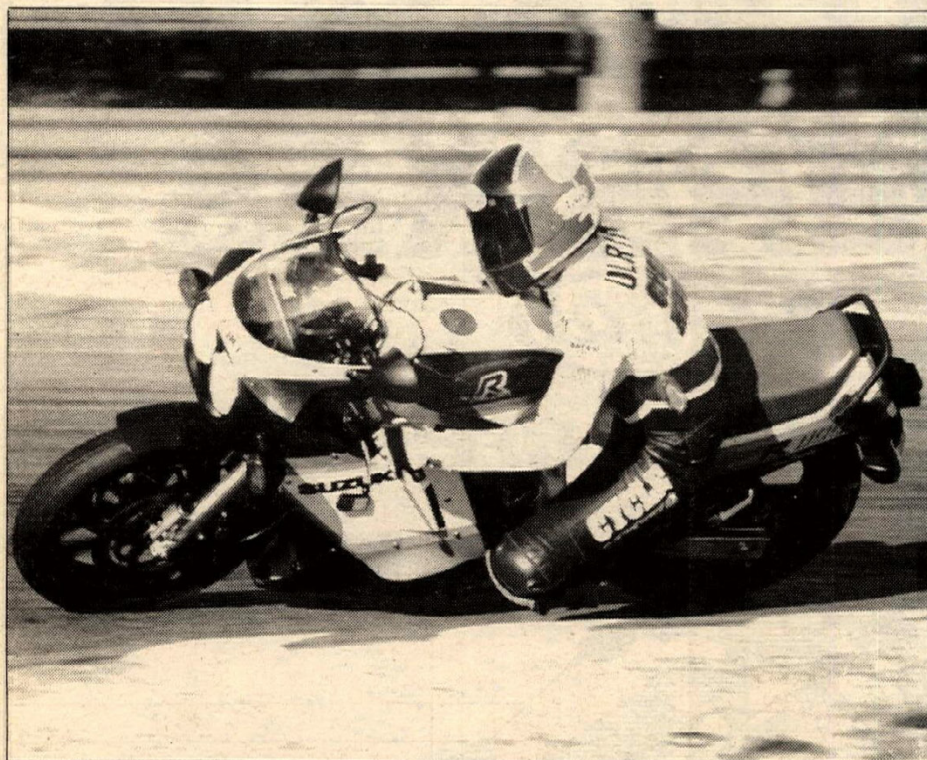


PHOTO BY DAVID DEWHURST

By John Ulrich

There are a lot of theoretical advantages to radial motorcycle tires, including damping chassis forces before they start a wobble, a smoother ride over bumps, less chatter, a lack

of tire growth at high speed, increased load-carrying ability, cooler running, longer mileage. But the last time we tested street-legal, high-performance radial motorcycle tires against the best street-legal, high-performance bias-belted motorcycle tires, the radials were less than impressive.

In that comparison at Willow Springs International Raceway last October, using a Yamaha FZ750, the Dunlop K700 radials offered about the same traction as Michelin Hi-Sports, but made the motorcycle more difficult to ride fast; the tires had an uncertain feeling going into turns, feeling like they were going to slide away. The feeling, if it had been experienced on a bias-belted tire, would mean impending trouble, and the rider had to overcome the natural and usual reaction of backing off the throttle in order to ride fast.

The radials were smoother over bumps but the Hi-Sports felt more secure and gave the rider more confidence, wore less quickly and in general worked better.

At the time, it seemed like the radial, which Dunlop told the press was the tire to knock off Michelin's dominance in production-class road racing, was a different, but decidedly not superior, approach. To top it off, the radials cost much more.

Which brings us to another place, another time, another set of circumstances, involving different motorcycles. The occasion was the the worldwide press launch of the 1986 Suzuki GSXR750 and GSXR1100 at Laguna Seca Raceway, and the bikes were fitted with radials. This time, two companies provided the radials, which Suzuki engineers were most interested in due to their tendency to prevent wobbles when accelerating hard out of bumpy corners.

The GSXR750s were fitted with Bridgestone 110/80-18 Cyrox-03

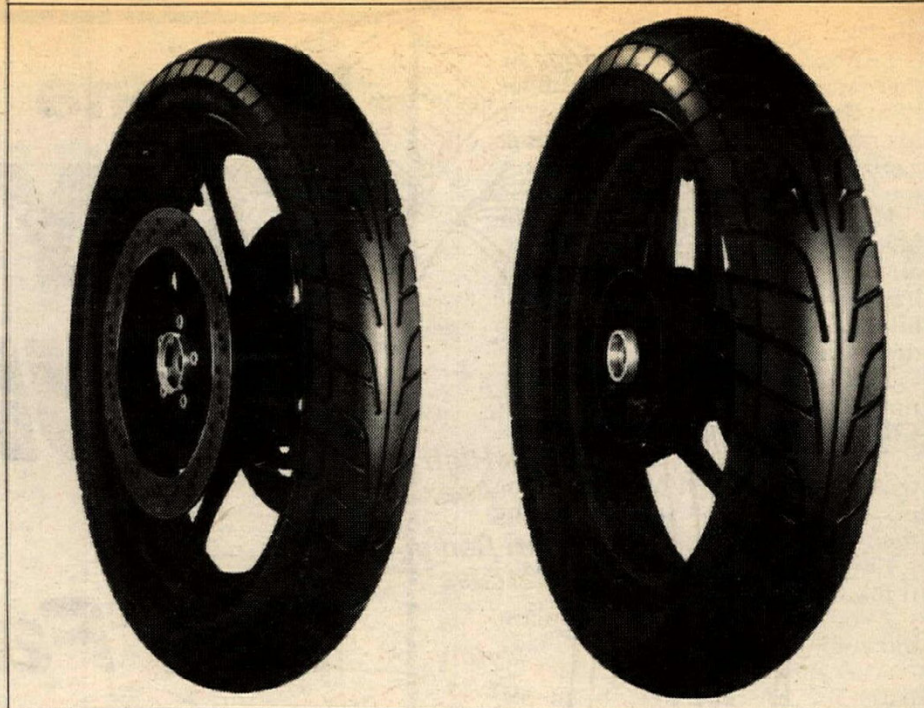
(front) and 140/70-18 Cyrox-04 (rear) radials. Suzuki GSXR750s come with relatively wide wheels, a 2.50-18 front and a 3.50-18 rear; compare that to the FZ750's 2.75-16 front wheel and 3.00-18 rear wheel.

On the first of two days of riding, the GSXR1100s were fitted with Dunlop 110/80-18 K701 (front) and 150/70-18 K700 (rear) radials. On the second day, the GSXR1100s wore Bridgestone 110/80-18 Cyrox-03 (front) and 150/70-18 Cyrox-04 (rear) radials. GSXR1100s have even wider wheels than GSXR750s, a 2.75-18 front and a 4.00x18 rear.

The biggest news from the first day of riding at Laguna Seca was that the GSXR750s fitted with the Bridgestone radials displayed none of the strange feel we experienced with the FZ750 and Dunlop radials at Willow Springs. The bikes felt normal going into turns and didn't wobble like the 1985 GSXR750s fitted with bias-belted tires ridden by the press in Japan a year ago. The Bridgestones offered reasonable traction but tended to slide during acceleration off corners, especially off slippery turn nine at Laguna Seca. Compared to the Dunlops we tried on the FZ750 at Willow, the Bridgestones were a revelation.

Bridgestone engineers on the scene told members of the press that their radial tire worked better than Dunlop's because Bridgestone used Kevlar inserts to stiffen the sidewalls, vs. Dunlop's hard rubber inserts.

But that theory had to be abandoned as soon as the American journalists at the launch climbed onto GSXR1100s with Dunlop radials; the Dunlops on the GSXR1100s felt as normal as the Bridgestones on the GSXR750s, and slid far less off corners despite the GSXR1100's vast horsepower advantage and heavier weight. On the GSXR1100s, the Dunlop radials displayed no obvious faults and appeared to be race worthy. The GSXR1100s with Dunlop radials



Bridgestone's new 110/80-18 Cyrox-03 front (left) and 140/70-18 Cyrox-04 radials are standard equipment on 1986 GSXR750s imported into the U.S.

handled better than the GSXR750s with Bridgestone radials. Looking at the tires after several laps, the Dunlops looked like they were working well and were suitable for riding on the race track. The Bridgestones had the greasy look of a tire not working right on a given track, the look that sends a racer looking for a different compound.

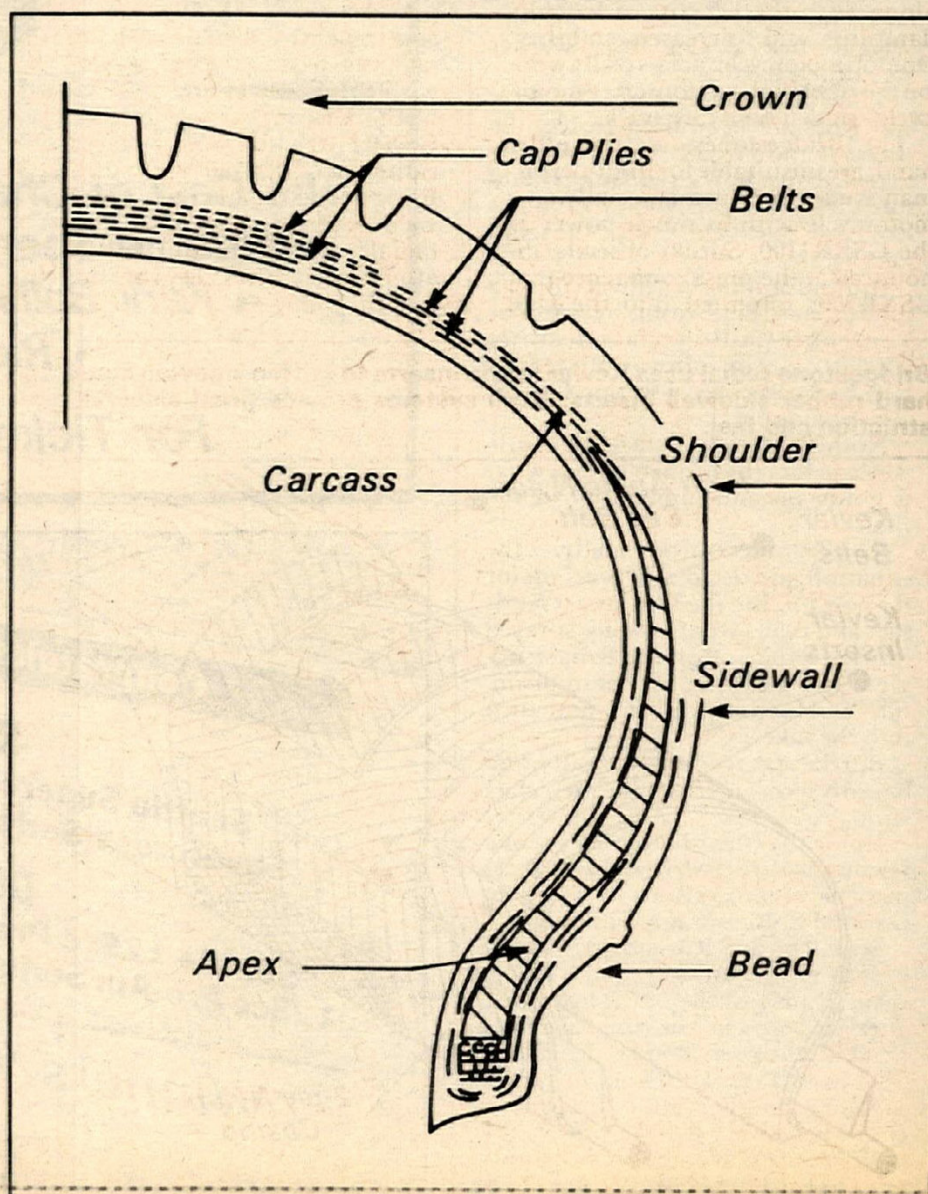
The biggest demonstration of the difference in performance between the Dunlop and Bridgestone radials came on the second day, when the GSXR1100s were fitted with Bridgestones. Two American journalists representing monthly magazines crash-

ed and several came in with stories of full-lock slides over the left-hand crest just after the start/finish line. The combination of the high-horsepower GSXR1100s and the Bridgestone radials was not a good one.

The bottom line is that Dunlop radials work on motorcycles with suitable rims; bikes with wide rims allow radials to be used without any handling quirks confounding or unsettling the rider. The Dunlop radials found on the GSXR1100 are far superior to the OEM tires found on any other big Japanese street bike.

Judging by what we learned riding on the race track in Japan, at Willow

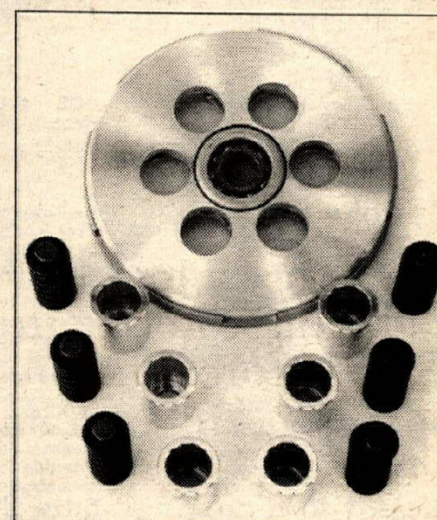
This diagram of a Dunlop radial shows the hard-rubber insert (called the apex) used to stiffen the sidewall of the tire. The compound of the apex greatly affects the feel of the tire as the motorcycle enters a turn.



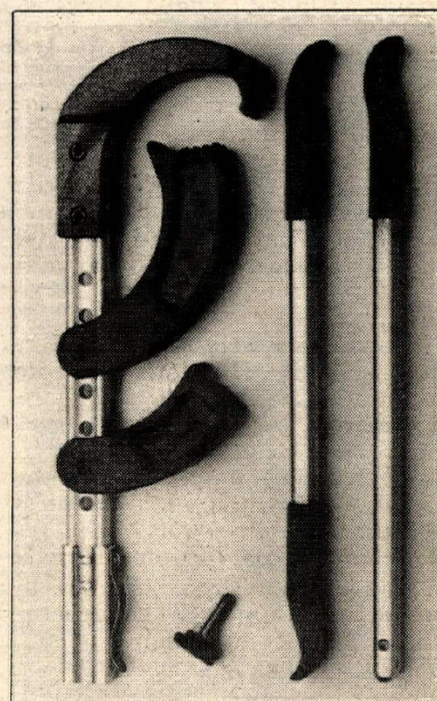
Enterprises, Dept. CN, 671 Fuller Ave. San Jose, CA 95125, 408/292-687J.



Vance & Hines Performance Center of Torrance, California will turn any Suzuki GSXR750 or GSXR1100 into a GSXR Series-legal racebike, set up and tuned to the same specs as the GSXR750 recently used by Doug Toland to set a new stock class record at Willow Springs Raceway. Modifications include safety wiring, fork oil and springs, rear shock, racing tires, rejetting, gearing, racing brake pads, number plates, etc. Prices range from \$1340 to \$1579 from Vance & Hines Performance Center of Torrance, Dept. CN, 2466 West Sepulveda Blvd., Torrance, CA 90501, 213/530-0314.



Star Racing's FJ1100 and FJ1200 clutch kit replaces the stock diaphragm spring with six coil springs to allow progressive, controlled clutch engagement. The bolt-in kit is easy to install and sells for \$139.95 retail from dealers or from Star Racing, Dept. CN, P.O. Box 1241, Americus, GA 31709, 912/924-0031.

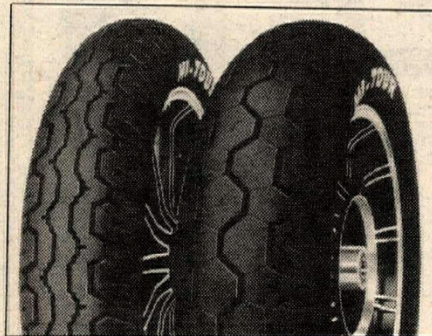


Lazer Helmets and Accessories is importing the NRG-Saver head breaker and tire installation tool for use with both street and dirt tires. The NRG-Saver comes complete with a carrying pouch and a limited lifetime warranty and sells for \$44.95 from dealers. It's also available for \$49.95 (including shipping and handling) direct from Lazer, Dept. CN, 31139 Via Colinas, Suite 302, Westlake Village, CA 91362.

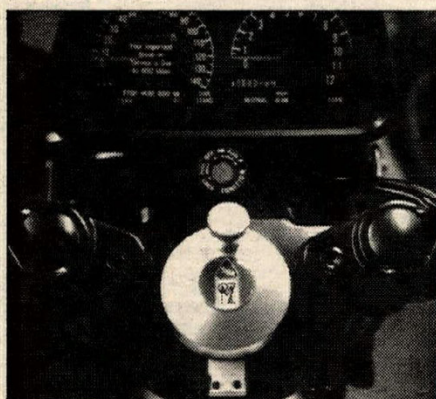
new products



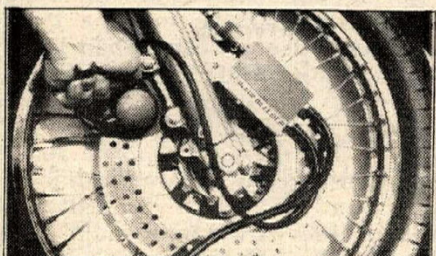
Progressive Suspension fork damper rods for 1983-1986 Honda XR500/XR600 four-strokes improve compression damping and are available for \$79.95. A fork spring kit designed for use with the damping rods sells for \$49.95. They're available from dealers, who can order from Progressive Suspension, Dept. CN, 15661-N Producer Lane, Huntington Beach, CA 92649, 714/898-2951.



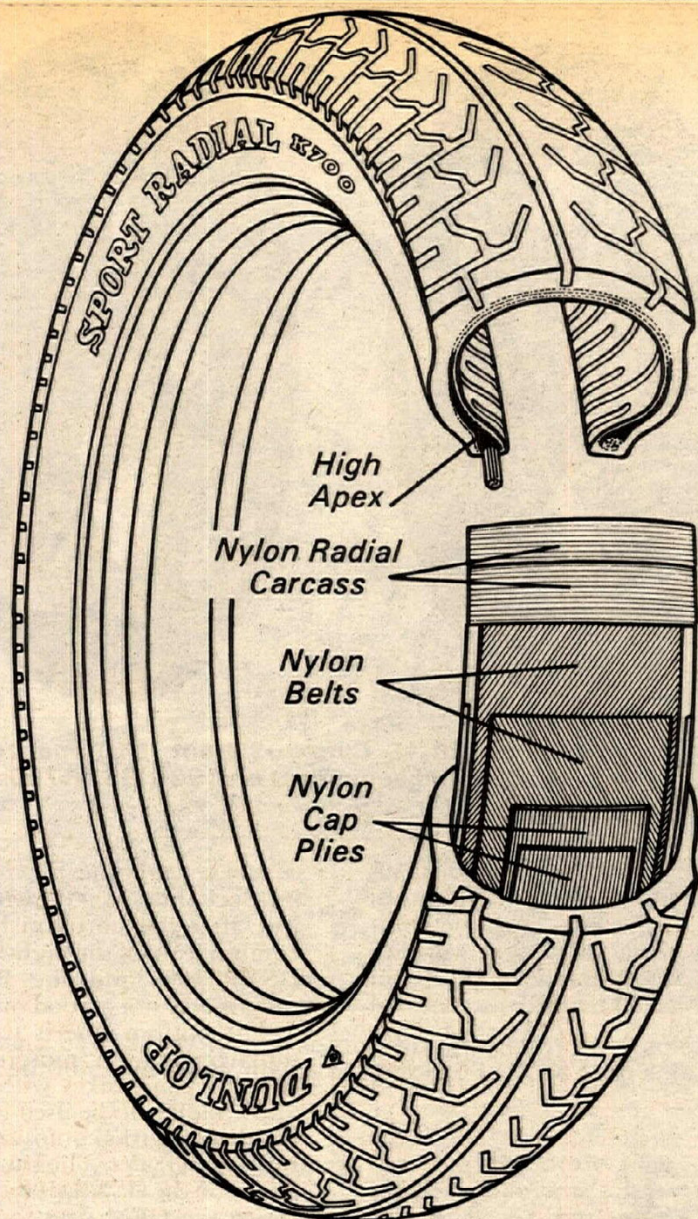
Michelin's new Hi-Tour M66 tires feature a casing which uses three nylon cord plies laid at a 25° angle to increase stability and shock absorption and a tread area braced by two Kevlar belts to minimize casing growth, protect against penetration and stabilize the tread for long wear. The A66 front tire uses four nylon cord plies. The M66 is available in sizes 150/90-15 and 140/90-16; the A66 is available in 130/90-16 and 120/90-18. From dealers, who can order from Michelin distributors. More information is available from Michelin Tire Corporation, Dept. CN, P.O. Box 19001, Greenville, SC 29602-9001, 803/234-5000.



Carriage Motors has introduced a circular hydraulic steering damper for high-performance street bikes. The damper mounts on the crown nut and provides constant damping at all steering angles. A complete kit retails for \$169.95 from Carriage Motors, Dept. CN, Box 185, Wiscasset, ME 04578, 207/882-5033.



Craig Enterprises' Powair Bleeder uses an air compressor to power-bleed any motorcycle brake systems in minutes. The system also works on hydraulic clutches and anti-dive systems and is available from Craig Enterprises for \$118 prior to March 1 and \$125 after March 1. Contact Craig



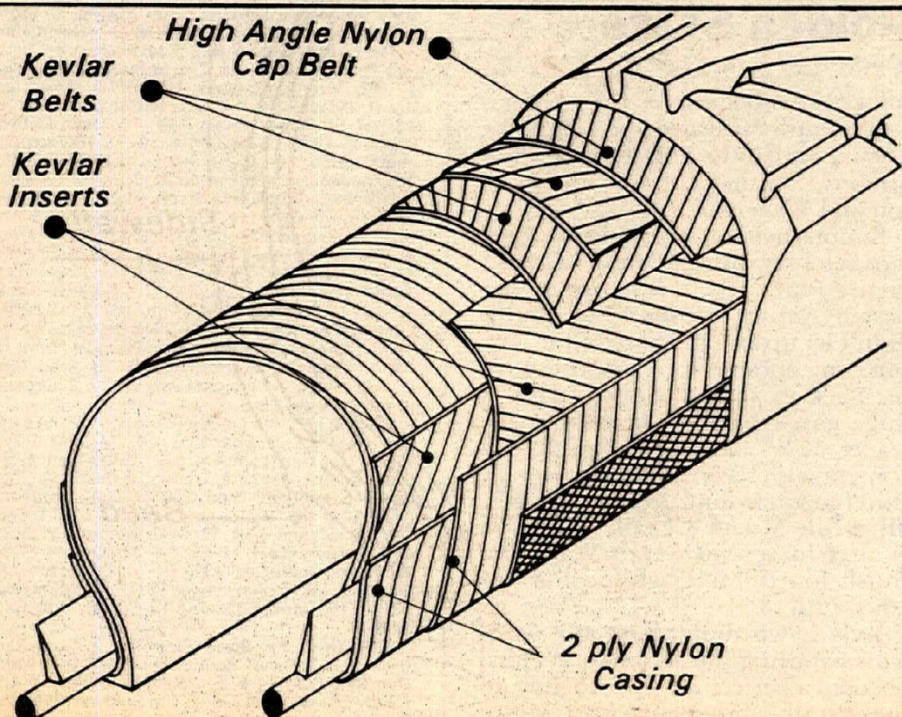
Dunlop K700 uses nylon cord carcass with cords set 90° to the bead, two nylon belts with angled cords, two nylon cap plies with cords parallel to beads, rubber sidewall inserts.

Springs Raceway and at Laguna Seca Raceway, Dunlop radials on the right motorcycle offer competitive traction along with the benefits of wobble-damping and increased stability. Dunlop motorcycle radials really work on the right high-performance motorcycles ridden on a race track.

The Bridgestones, on the other hand, are unsuitable for high-performance, race track use, especially on a motorcycle with as much power as the GSXR1100. Suzuki officials announced at the press conference that GSXR750s imported into the U.S.

would all be fitted with Bridgestone radials, and that some of the GSXR1100s imported into America would come with Bridgestone radials and some would come with Dunlop radials. Given a choice of a GSXR1100 with Bridgestones and a GSXR1100 with Dunlops, we'd take the GSXR1100 with Dunlops. Faced with riding a GSXR750 with the stock Bridgestone radials on a race track, we'd replace them with Dunlop radials, which Dunlop will sell as aftermarket tires beginning this month.

Bridgestone radial uses Kevlar fabric inserts to stiffen sidewall instead of hard rubber sidewall inserts. Both systems provide good sidewall construction and feel.



AMA 1986 DAYTONA SCHEDULE OF EVENTS

Saturday, March 1
8:00 a.m.-8:00 p.m.

CCS registration at AMA Building. Tech inspection at CCS Trailer.

Sunday, March 2
7:00 a.m.-11:00 a.m.
12:00 Noon

CCS registration at AMA Building.
Races begin on the 3.56 mile track for all classes.
Barberville half mile

2:00 p.m.
Monday, March 3
8:00 a.m.-5:00 p.m.

Registration at AMA Building and trailer for all Pro Road Racers, BoTT, Mechanics and Officials. (No practice Monday)
Vintage racing and Amateur Supercross

1:00 p.m.-6:00 p.m.
Tuesday, March 4
10:00 a.m.-12:00 Noon

Practice for all pro road racers, alternating classes: Superbike, Formula Two and BoTT.
Practice for all road racers, alternating classes: Superbike, Formula Two and BoTT.

1:00 p.m.-5:00 p.m.

Wednesday, March 5
9:00 a.m.-12:00 Noon

Practice for all pro road racers, alternating classes: Superbike, formula Two and BoTT.
Practice for all pro road racers, alternating classes: Superbike, Formula Two and BoTT
Pro-Am/Junior Short Track races at Stadium.
BoTT Awards Ceremony, Duff's Cafeteria, Daytona Beach

1:00 p.m.-5:00 p.m.
8:00 p.m.
8:00 p.m.

Thursday, March 6
8:45 a.m.-9:15 a.m.
9:30 a.m.-12:00 Noon

Practice for Superbike riders.
Qualifying timed practice for Superbike riders to determine starting positions for the Twin 50 Mile Superbike heats. Fastest five riders get first-row starting position for the 200 Mile Superbike by Arai, Sunday, March 9.
AMA Daytona Ride For Rights. AMA tent in front of Speedway.
Practice for Formula Two and BoTT.
Qualifying timed practice for starting positions for the 100 Mile International Formula Two road race. Qualifying practice will be divided into two groups of 40 minutes each. Thursday morning the Qualifying practice list will be posted.
Additional Superbike practice.
Motorcycle Expo, Ocean Center, Daytona Beach.
Expert/Junior Short Track at Stadium.
AMA Club Appreciation Night, AMA tent in front of Speedway.

10:00 a.m.-3:00 p.m.
1:00 p.m.-2:00 p.m.
2:00 p.m.-3:40 p.m.

4:00 p.m.-5:00 p.m.
4:00 p.m.-10:00 p.m.

8:00 p.m.
8:00 p.m.

Friday, March 7
9:00 a.m.-10:00 a.m.
10:00 a.m.-12:00 Noon

Practice for Superbike, Formula Two and BoTT.
Qualifying timed practice for Superbike to determine starting position for the Twin 50 Mile Superbike Heats. Qualifying practice will be divided into three groups of 30 minutes each.
Hare Scrambles. Florida Sportsman Festival Park, Flagler County, 904/761-5522.

10:00 a.m.

12:00 Noon-10:00 p.m.

1:00 p.m.

2:00 p.m.

2:45 p.m.

4:00 p.m.

8:00 p.m.

Saturday, March 8
8:30 a.m.-9:00 a.m.

Practice for Formula Two qualified riders for the 100 Mile International race.
100 MILE INTERNATIONAL FORMULA TWO ROAD RACE.

10:00 a.m.

12:00 Noon
12:00 Noon-10:00 p.m.
1:30 p.m.
8:00 p.m.

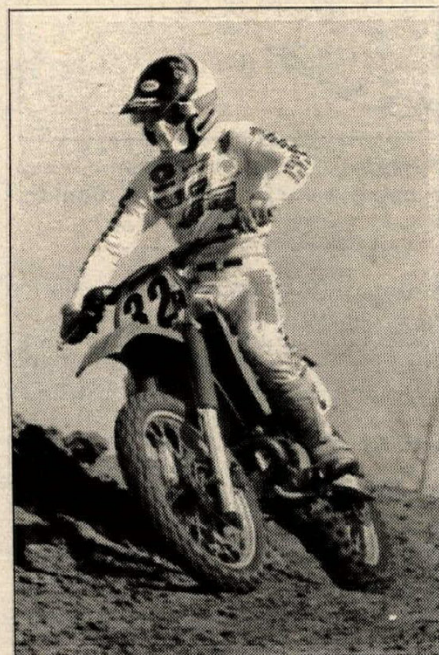
Motorcross practice.
Motorcycle Expo, Ocean Center, Daytona Beach.
Qualifying motos — 250cc and 125cc classes.
Short Track races at Stadium, Experts and Juniors only.

Sunday, March 9
9:00 a.m.-9:30 a.m.
11:30 a.m.
12:15 p.m.
12:30 p.m.

Superbike practice.
Opening Ceremonies.
All motorcycles on starting line.
Start — DAYTONA 200 MILE SUPRBIKE NATIONAL ROAD RACE BY ARAI.



Shaun Kalos is normally found competing in the 125cc class, but at Huron, Kalos rode a CR250 Honda to a fifth-place finish in the 250s.



M-Star's Rodney Smith captured third overall in the 500cc class with a 6-2 tally.

(Kaw) and Jason Langford (Kaw) mixed it up over second. When it was all over, it was Winn capturing the second spot with a 3-2 score, while Emig finished third with a 2-6.

Former South Africa National Champion Rex Staten clinched another title today at Huron, this one being the Vet Pro Class Championship. Staten easily won both motos after passing ATK's Randy Rodriguez (O'Neal) and AXO's Kenny Zahrt (FMF/KZ Suspension Works). Zahrt stole the holeshot both motos but couldn't handle Staten's speed. After a few laps in both races, Staten took command and motored on for the wins. Zahrt took second overall on his Honda, while Rodriguez finished third. Monty Don Kyle (Yam), and Paul Thede and his 250cc Yamaha rounded out the top five.

Results

80 EXPERT: 1. Kyle Lewis (Hon) 1-1; 2. Paul Win (Yam) 3-2; 3. Jeff Emig (Yam) 2-6; 4. Tallon Vohland (Kaw) 5-4; 5. Jason Langford (Kaw) 6-5; 6. Jimmy Gaddis 9-3; 7. Paul Vlach 4-12; 8. Chris Neal 8-10; 9. Paul Cortez 10-9; 10. Terry Swanson (Yam) 11-11.

125 PRO: 1. Tyson Vohland (Kaw) 1-1; 2. Jim Tarantino (Suz) 3-3; 3. Bobby Moore (Suz) 2-4; 4. Drey Dircks (Hon) 6-2; 5. Scott Burnworth (Yam) 4-5; 6. Bader Manneh (Yam) 5-6; 7. Ty Davis (Hon) 7-7; 8. Stacey Cook 8-9; 9. Paul Haxton 9-12; 10. Jeff Pestana 12-10; 11. Tim Rutherford (Kaw) 14-11; 12. Tony Toste (Kaw) 10-15; 13. Mike Kiedrowski (Kaw) 22-8; 14. Dennis Ostrem (Yam) 18-13; 15. Shawn Wynne 17-14; 16. Doug Dubach (Yam) 13-18; 17. Sean Conley 15-17; 18. Rich Truchinski (Hon) 16-22; 19. Steve Lucente (Yam) 20-19; 20. James Chamberlain 21-20.

250 PRO: 1. Mike Larson (Hon) 2-1; 2. Jim Tarantino (Suz) 1-4; 3. Brian Manley (Hon) 3-2; 4. Russ Wageman (Yam) 5-3; 5. Shaun Kalos (Hon) 4-7; 6. Gordon Ward (Yam) 8-5; 7. Kelly Andris 9-9; 8. Jeff Matiasovich (Kaw) 11-8; 9. Joe Hopkins 10-10; 10. Corey Cope (Kaw) 14-11; 11. Damon Webb 12-15; 12. Tim Winslow (Yam) 16-12; 13. Steve Lucente (Yam) 13-17; 14. Chris Heyman 17-14; 15. Jeff Sills 20-13; 16. Donald Franklin (Yam) 15-19; 17. Pat Sparks (Hon) 19-16; 18. Brad Toms 21-18; 19. Chris Bericosa (Suz) 22-20; 20. Rodney Smith (M-Star) 38-6.

500 PRO: 1. Phil Larson (Yam) 1-3; 2. Mike Larson (Hon) 8-1; 3. Rodney Smith (M-Star) 6-2; 4. Russ Wageman (Yam) 4-4; 5. Jim Ellis (Yam) 3-5; 6. Willy Simons (Hon) 2-8; 7. Larry Dashiell (Hon); 7-6; 8. Greg Zitterkopf (Hon) 5-9; 9. Greg Torgerson (Hus) 10-7; 10. Tim Cauby (Yam) 12-11; 11. Terry McGinnis (Yam) 9-14; 12. Mike Watson 13-13; 13. Tim Winslow (Yam) 16-12; 14. Jim Owens 14-15; 15. Randy Rodriguez (ATK) 20-10; 16. Devon Joos (Yam) 15-16; 17. Jim Lyngar 18-17; 18. Mark Rouff 17-19; 19. Dennis Redding 19-18; 20. Greg Raub 22-20.

VET PRO: 1. Rex Staten (Yam) 1-1; 2. Kenny Zahrt (Hon) 2-2; 3. Randy Rodriguez (ATK) 3-3; 4. Monty Don Kyle (Yam) 4-5; 5. Paul Thede (Yam) 6-4; 6. Randy Lewis (KTM) 5-6; 7. Tim Sullivan (KTM) 7-7; 8. Thomas Altland (Hon) 8-9; 9. Chris Trigaray (Yam) 10-8; 10. Terry Davis (Hon) 9-11.

Golden State

(Continued from page 12)

smoked everybody in the second moto, while Smith finished second. Mike Larson nailed the holeshot ahead of Simons, Smith, Dashiell, Phil Larson and Wageman.

Simons held on to second for three laps before crashing a couple of times, giving Phil Larson, who had earlier passed Smith, second. But Smith didn't let up and pressured Phil Larson long enough for Larson to give in. Back in second, Smith found a huge gap separating him from the leader Mike Larson, so Smith was content with second for third overall. Phil Larson wound up with the overall, while Mike's 8-1 tally was good enough for second overall. Wageman finish fourth (4-4), while Ellis finished fifth (3-5).

Kyle Lewis didn't have any problems handling the 80cc Expert class. He used a perfect 1-1 score to capture the overall, while Paul Winn (Yam), Jeff Emig (Yam), Tallon Vohland



PHOTO BY SPORTS PHOTOGRAPHY

Keith Turpin and his Moto-X Fox-sponsored Honda survived stiff competition in the 125cc Pro/Am class at Gatorback and claimed the victory.

Florida February MX Series: Round 4

Harrell, Murphy top Gatorback finale

By Mike and Anne Adair

GAINESVILLE, FL, FEB. 16

Todd Harrell and Mark Murphy dominated the fourth and final round of the Atlanta/Daytona Supercross February Warm-Up Series, winning the 250cc and Open Pro classes,

as Yamaha riders Brian McElroy, Harrell and Dave Hollis clinched Pro/Am titles. Keith Turpin topped the 125cc Pro/Am class, Mark Murphy took his third win in 500cc action, and Harrell topped the 250cc class in a controversial protest against Murphy.

The controversy in the 250cc class was over an illegal bike-change made by Murphy after the second moto. Hallman Racing/Dunlop/Arai/Scott-sponsored Harrell said, "Murphy was the better rider today, and he beat me fair and square on the track. But my mechanic, Mike Callahan, saw him preparing a different bike for use in the second moto. It's against the AMA rules to switch machines, and since the difference in first and second place in the Yamaha contingency program is \$500, I felt I had to make a protest to the referee."

Murphy responded, "A chain-adjuster bolt failed in the first moto and my engine cases took some damage. We had a back-up bike in the truck and could have either switched the engines out or just changed the suspensions. We chose to swap the forks and shock, never thinking about the rule. We actually went to just about as much trouble, but it was obviously the wrong decision. When referee Bob Yarnell asked me about it, I turned myself in." Murphy added, "I still think Harrell took a cheap shot." Murphy's second-moto win was disallowed and Harrell was declared the day's overall winner.

Ronnie Tichenor's Hi-Point/DMC/Kawasaki roosted the start of the first 250cc moto with Harrell, Murphy, Kenny Keylon and Richard Sirois in range. Murphy closed on Harrell and the pair were side-by-side as they topped Gatorback's rock ridge before Murphy moved ahead. Keylon closed on Harrell, and the race was up for grabs. Murphy passed Tichenor and took the lead, only to suffer with his ill-fated engine problem. The Ft. Meyer's jock was forced to slow his pace, eventually losing the battle with

Keylon for third. Harrell complained, "They flagged the race at 18½ minutes and not 20. Most of the time it wouldn't have made any difference, but today I could have caught Murphy with a little more racing time."

Kawasaki/Kessler Pro Suspension-sponsored Mickey Kessler blitzed the start of moto two, with Hollis, Harrell, Joe Waddington and Bollmeier on the gas. Kessler's adrenalin kept him in the lead for four laps until Harrell and Murphy moved by in tandem. Kessler, a former Winter AMA Series Champion who has reluctantly stayed in New Jersey for the past two winters, explained, "Debbie and I have missed the fun of racing in Florida. It's hard for us to believe, but when I first came down here to go racing, Tichenor was only three years old." Murphy chased Harrell for three laps, then got alongside in a tight sweeper and moved by to take the point for good.

After the dust had settled over the protest, Harrell was declared the overall class winner with Keylon, Tichenor, Kessler and Waddington rounding out the top five.

In 125cc Pro/Am action, Honda/MX Fox-sponsored Turpin outdueled Tommy Rios, Donnie Delgado, Kenny Bollmeier, Fred Andrews and Bruce Buerk to control the first lap. McElroy, struggling with a bad start, eventually made it up to the 13th place slot. Barr Competition/Yamaha-sponsored McElroy explained: "My clutch started slipping as I came off the gate and it got worse as the moto went on." Bollmeier, who finished second in the series, crashed hard, spent a lap on the ground and returned to action in last place.

Turpin's Albert Galbreath-prepared, Pro Circuit/Dunlop/TRP Racing-equipped Honda held the point, while Peru's Rios wrestled second from Delgado. By the black and white, Keith Fox had hustled up through the pack to pick off Rios for second, with Vince Devane and Ronnie Tichenor moving past Andrews to make the top five.

Fox's Team Green/Barr/Hi-Point

Kawasaki opened up a quick lead in moto two with Andrews, Tichenor, and Alan Andrew in the quest.

But Turpin had luck on his side, as front runner Fox met with disaster. Fox described his downfall: "I slid out, got up quickly, but my clutch lever broke and the bike stalled." Turpin took advantage of the break, passed Fox and held off Tichenor to ice the moto. "I hurt my knee two weeks ago and my self-confidence needed this boost," said the Georgia rider, with a smile.

In the 500cc opener, Alan Crum, John Collins, Earl May, Hollis and Murphy headed the pack over Gatorback's big drop-off, but, by the third rotation, a three-way race had developed between Hollis, Murphy and Collins, with Murphy ultimately resolving the contest. Collins said later, "I got a good start, but my new brake's shoes didn't seat properly and it was hard to hold that fast pace." Pro Shock/HRP/Smith/Bell-sponsored Hollis said, after ending it up in second, "A bleed screw came loose on my shock and I lost fluid. I hope it holds up for the second moto." In the final, Collins enjoyed his lap at the helm before Murphy ran him down to clinch his third overall in the series point tally. "I didn't practice this morning on my 490," said Murphy, "and it took me several laps to get used to it again." Hollis passed Collins at the midway point to clinch the championship.

Yamaha/Scott Malcolm Smith/Simons-sponsored Murphy commented, "I feel good about my overall riding for the season so far. I even dogged 'em on a garbage engine in the last 250cc moto."

Kawasaki/Barr/PJ-1 competition teammates Jay Mann and John Kitsch overshadowed Kenny Kizzar's 125cc B championship, by each winning a moto at the Gainesville finale. "I got tangled in the first start and didn't get to race with them," explained the Yamaha/EP/PJ-1/Barr sponsored Kizzar.

In 250cc B action Tony Bullard and Kenneth Rohn were moto winners, but Rodney Orr's Honda earned the championship points with a second overall for the day. Orr, who had just graduated to the B class, said, "This is where the competition is."

David Indiveri, Rick Perry and Dan Crawford were within a five-point spread for the 500cc B class title. Yamaha of Bradenton's Perry edged Indiveri for the top prize, but Todd Jones spoiled the show by romping to the checkered in both wins.

Kitsch returned to 85cc, 12-15 action with a final day's sweep, but the championship was settled when Daryl Youngblood beat his two minutes younger brother Derek in a mini thriller.

The 85cc, 7-11 champion, Brock Bullard, earned the best record in the series with his Gear/Barr/PJ-1 Yamaha, earning 197 points out of a possible 200. Peru's Julio Nicolini took second series honors.

Beach Sportcycle-sponsored Indiveri captured the title in the Senior division, although Donald Leedy and Bill Darling topped the day's roster. "The pressure of leading two classes was tough," explained Indiveri, "I'm really glad to have won one of them anyway."

Ricky Hamshire's Paul Hamshire-prepped Kawasaki bombed the 125cc C competition for a runaway championship. Winning is not new for Hamshire, as the New Port Richey student also excels in three team sports at school.

The 250cc C competition was dominated by Allen Lunsford's Honda, but Lunsford finished the series a distant third to Kawasaki-mounted Arlie Cecil.

Results

PRO-AM

125: 1. Keith Turpin (Hon); 2. Keith Fox (Kaw); 3. Ronnie Tichenor (Kaw).

250: 1. Todd Harrell (Yam); 2. Kenny Keylon (Yam); 3. Ronnie Tichenor (Kaw).

OPEN: 1. Mark Murphy (Yam); 2. Dave Hollis (Yam); 3. John Collins (Yam).

125 B: 1. Bobby Mann (Kaw); 2. John Kitsch (Kaw); 3. Kenny Kizzar (Yam).

250 B: 1. Kenneth Rohn (Hon); 2. Rodney Orr (Hon); 3. Dell Miller (Yam).

OPEN B: 1. Todd Jones (Kaw); 2. Rick Perry (Yam); 3. Andy West (Yam).

MINI A: 1. John Kitsch (Kaw); 2. Rob Hanson (Yam); 3. #22.

MINI B: 1. Brock Bullard (Yam); 2. Julio Nicolini (Yam); 3. Chris Brown (Yam).

SRS: 1. Don Leddy (Yam); 2. Bill Darling (Hon); 3. Jerry Harris (Hus).

125 C: 1. Ricky Hampshire (Kaw); 2. Don Harsley (Hon); 3. Scott Reiter (Kaw).

250 C: 1. Allen Lunsford (Hon); 2. Steve Young (Hon); 3. Arlie Cecil (Kaw).

OVERALL SERIES WINNERS

125 PRO/AM: 1. Brian McElroy; 2. Kenny Bollmeier; 3. Mike Roth; 4. Steve Hendericks; 5. Bruce Buerk.

250 PRO/AM: 1. Todd Harrell; 2. Joe Waddington; 3. Mark Murphy; 4. John Shay; 5. Kenny Keylon.

OPEN PRO/AM: 1. Dave Hollis; 2. John Collins; 3. Mark Murphy; 4. Shane Drew; 5. Richard Sirois.

125 B: 1. Kenny Kizzar; 2. John Kitsch; 3. Jamie McLean; 4. David Hotine; 5. Jeff Puterbaugh.

250 B: 1. Rodney Orr; 2. Dell Miller; 3. Howie Biggers; 4. John Harris; 5. David Brown.

OPEN NOV: 1. Rick Perry; 2. David Indiveri; 3. Dan Crawford; 4. Don Leddy; 5. Scott Planes.

125 C: 1. Ricky Hampshire; 2. Don Harsley; 3. Mike Foley; 4. Scott Reiter; 5. Andrew Faust.

250 C: 1. Arlie Cecil; 2. Wayne Roseman; 3. Allen Lunsford; 4. Edward Longacre; 5. Scott Zuraw.

MINI A: 1. Daryl Youngblood; 2. Derek Youngblood; 3. John Kitsch; 3. Sean Smeltzer; 4. Mike Horsley; 5. Ryan Dean.

MINI B: 1. Brock Bullard; 2. Mike Poore; 3. Tim Ferry; 4. Julio Nicolini; 5. Steve Eller.

SR: 1. David Indiveri; 2. Bill Darling; 3. Don Leddy; 4. Ed Longacre; 5. Frank Carillo.

Fox blazes to Ocala win

By Gwen Millan

OCALA, FL, FEB. 9

Kawasaki-mounted Keith Fox dominated the third round of the FMC's Florida-Georgia MX Series, held for the first time at Ocala's new MX track, winning both motos of the 125cc Expert class as well as the Open Pro money class.

In the 125cc Expert class, the first moto saw Fox with the holeshot, with local rider Mike Laney in second. In third and fourth were Kawasaki riders Rob Johnson from Neptune Beach, and Gary Paul from Wildwood. On lap two, Paul was demoted to sixth when Yamaha-mounted Ray Stillings and Honda rider Matt Levy powered by. Paul worked back up to fourth by lap three, as Fox continued to build an untouchable lead, which he took to the finish. Laney and Johnson dived for second, but at the checkered it was Laney prevailing.

The second moto, Fox was the man to deal with once again, grabbing the holeshot and running away from the pack. This time Paul was in complete control of second, with Rod Marshall, on the only Suzuki in the class, in third. Johnson was in fourth and Honda-mounted Paul Willis rounded out the top five. Laney had a bad start and fought his way up to fifth as Johnson overtook Marshall for third. At the checkered in order it was Fox, Paul, Johnson, Marshall, and Laney.

The most hair-raising, nerve-racking race had to be the 125cc Amateurs, with a change every minute. Taking control of lap one was Larry Perry, a Lake City Kawasaki rider, fresh off a Mini bike and edging for the win. Close in second place was Lonnie Blackburn from Citra on a Kawasaki. This was Blackburn's home turf, his dad being one of the promoters. Out-of-stater Carla Swine was third, and showing the locals the way around the track. In fourth was another recent Mini rider, Rob Cassube, on a Honda. Cassube made a mistake and dropped back to eighth, as TJ Brantley recovered from a bad start to take over fourth. Blackburn displaced Perry as early as lap two and looked to be the winner, but halfway through the race, he crashed

The 1986 Suzuki GSX-

Five Racing Associations will sanction the events and Suzuki will pay \$285,000 in contingencies to winning riders of GSX-R750 Stock and GSX-R1100 Open Stock Production Bikes. The top qualifiers (Thirty-Five/750s and Twenty-One/1100s) will meet at Road Atlanta, Georgia on November 8th & 9th to compete at the \$40,000 Race of Champions. Here's how the races break out:

AFM

American Federation of Motorcyclists

Total of 16 races to be held in California with the top finishers (Five/750s & Three/1100s) eligible to compete at Road Atlanta, Georgia for a piece of the \$40,000 Race of Champions.

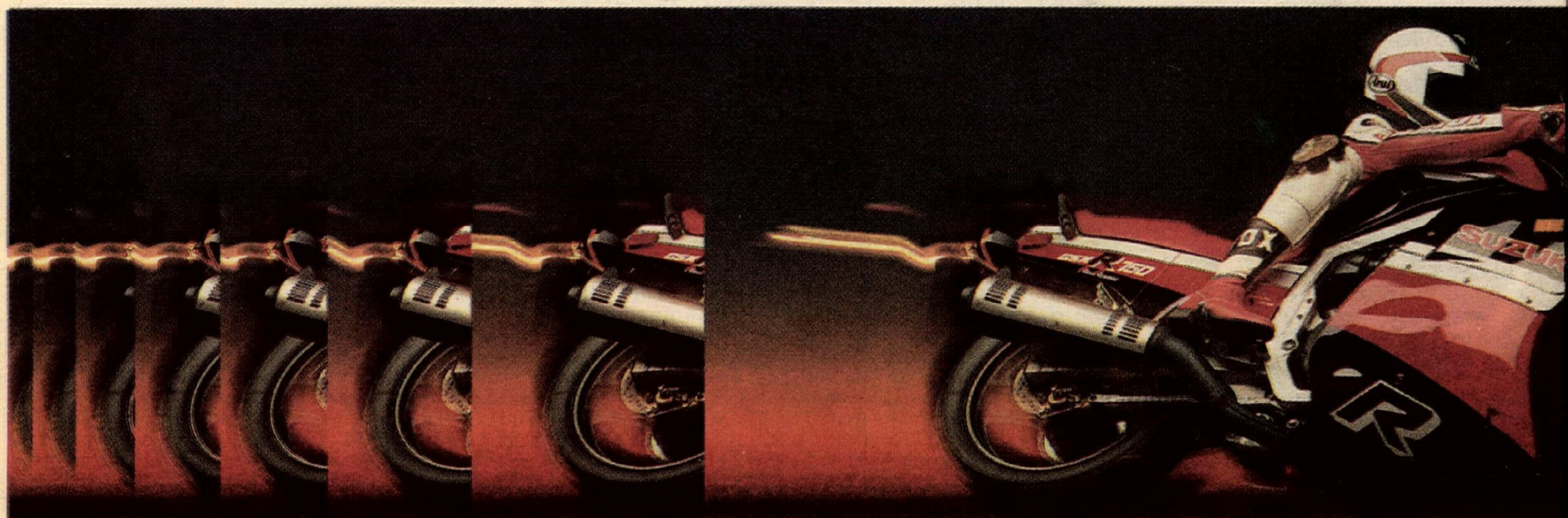
Willow Springs, CA	Feb. 22/23
Willow Springs, CA	Mar. 22/23
Sears Pt., CA	Mar. 30
Sears Pt., CA	April 20
Willow Springs, CA	April 26/27
Sears Pt., CA	May 4
Willow Springs, CA	May 24/25
Sears Pt., CA	June 15
Willow Springs, CA	June 28/29
Willow Springs, CA	July 19/20
Sears Pt., CA	July 27
Sears Pt., CA	Aug. 17
Willow Springs, CA	Aug. 23/24
Sears Pt., CA	Sept. 14
Willow Springs, CA	Sept. 20/21
Sears Pt., CA	Oct. 12

AAMRR

Association of American Motorcyclists

Total of 10 races, 8 of which will qualify the top finishers (Five/750s & Three/1100s) for Road Atlanta, Georgia for a piece of the \$40,000 Race of Champions. Bonus races to be held which will offer contingencies — no points for overall.

Loudon Raceway, NH
Pocono Raceway, PA
Loudon Raceway, NH
Loudon Raceway, NH
Pocono Raceway, PA
Loudon Raceway, NH
Loudon Raceway, NH
Pocono Raceway, PA
Bonus Races
Moroso Park, FL
Moroso Park, FL



R National Cup Series.

March 5, 1986 **CYCLE NEWS**

MRA

Mountain Roadracing Association, Inc.

Total of 8 races in Colorado with the top finishers (Five/750s & Three/1100s) eligible to compete at Road Atlanta.

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May 10/11	Pueblo Motorsports Park	May 4
May 17/18	Second Creek Raceway	May 18
June 7/8	Mtn. View Motorsports Park	June 8
July 5/6	Woody Creek Raceway	June 22
Aug. 2/3	Second Creek Raceway	July 6
Aug. 9/10	Mtn. View Motorsports Park	Aug. 3
Sept. 30/1	Steamboat Mtn. Road Race	Sept. 6/7
Sept. 20/21	Second Creek Raceway	Sept. 28

May 26*

Aug. 24*

WERA

Western Eastern Racing Association

A total of 24 races to be held in 3 regions across the country. The top finishers (Five/750s & Three/1100s) in each region to compete at Road Atlanta.

Mid Atlantic Region

Roebing Road, GA	March 15/16
Summit Point, WV	April 12/13
N.C. Motor Speedway, NC	April 27
N.C. Motor Speedway, NC	May 17/18
Summit Point, WV	June 28/29
Roebing Road, GA	July 19/20
N.C. Motor Speedway, NC	Aug. 2/3
N.C. Motor Speedway, NC	Oct. 4/5

North Central Region

Grattan Int'l, MI	May 3/4
Grattan Int'l, MI	June 7/8
Nelson Ledges, OH	June 14/15
Grattan Int'l, MI	July 26/27
Blackhawk Farms, IL	Aug. 30/31
Indianapolis Raceway, IN	Sept. 27/28
Nelson Ledges, OH	Oct. 4/5
Grattan Int'l, MI	Oct. 12/13

South Central Region

Talladega G.P.R., AL	Feb. 8/9
WINNER: SUZUKI GSX-R!	
Texas World Speedway, TX	Mar. 29/30
Oak Hill Raceway, TX	April 19/20
Texas World Speedway, TX	May/June 31/1
Oak Hill Speedway, TX	July 26/27
Talladega G.P.R., AL	Aug. 9/10
Texas World Speedway, TX	Aug. 23/24
Oak Hill Raceway, TX	Oct. 25/26

OMRRA

Oregon Motorcycle Road Racing Association

Total of 6 races to be held in Oregon with the top finishers (Five/750s & Three/1100s) to compete at Road Atlanta.

Portland Int'l Raceway, OR	April 19/20*
Portland Int'l Raceway, OR	May 24/25
Portland Int'l Raceway, OR	June 22
Portland Int'l Raceway, OR	Aug. 19/20
Portland Int'l Raceway, OR	Sept. 14
Portland Int'l Raceway, OR	Oct. 5

*NOTE: Date changed.

The Limited Edition GSXR750R will compete for separate 750 Superbike contingencies and is not eligible for the 1986 Suzuki National Cup Series. Ask your participating Suzuki dealer for a free GSX-R racing audio cassette and Kevin Schwantz poster. Tune-in MOTORCYCLE WORLD radio with Larry Huffman, sponsored by Suzuki, Sundays, 10-11 p.m. KOLA-Los Angeles, XTRA-San Diego, KTIM-San Francisco, KYLO-Sacramento & 4 a.m. WLS-Chicago, IL.



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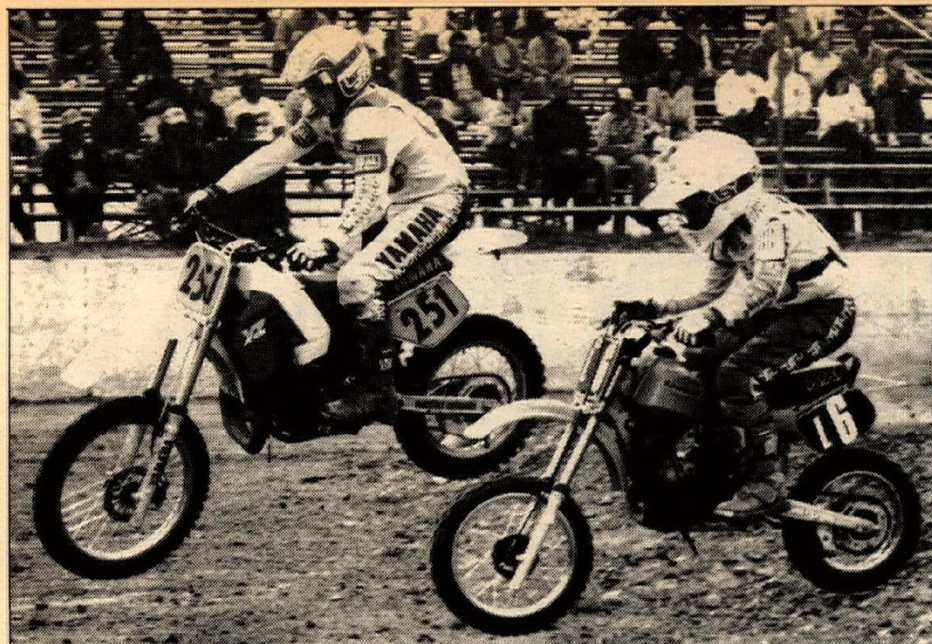


PHOTO BY 3-D PHOTOGRAPHY

Father/son act Tim and Terry Kennedy won the Old Timer and Beginner 60cc classes at the AORRA Season Opener in Tucson, Arizona.

and came up in third, with Swine now commanding second and Perry back in first. Blackburn reeled in Swine, then Brantley pushed Swine back to fourth. On the last lap, Blackburn lost it again, allowing Brantley and Swine to move up a notch and set the order for the checkered — Perry, Brantley, Swine, Blackburn.

It was Swine out front in the second moto, as she commanded the lead for half the race. Charles Tanner, who finished fifth in moto one, started a strong second, Blackburn third and Brantley fourth. Brantley and Perry put the move on Blackburn and set out after Swine. Tanner moved into fourth as Brantley finally overtook Swine for the top spot. At the checkered the order read: Brantley, Swine, Perry, Tanner, Blackburn. Brantley took the overall, with Perry second and Swine third. Swine also won her class in the Women's division over Kim Brown and Dean Joiner.

Results

MINI A: 1. John Kitsch (Kaw); 2. Ernie Millan (Hon); 3. Greg Derickson (Kaw).
MINI B: 1. Chris Brown (Yam); 2. Chris Umstead (Yam); 3. Gary Aured (Hon).
MINI C: 1. Travis Blackburn (Kaw); 2. Jost Latina (Yam); 3. John Gentilecore (Kaw).
60: 1. Josh Latina (Kaw); 2. Chris Thoms (Kaw); 3. Scott Julico (Kaw).
PEE WEE: 1. Jason Overstreet (Yam); 2. Billy Scott (Yam).
100: 1. Ernie Millan (Hon); 2. Justin Jackson (Yam).
WOMEN'S: 1. Carla Swine (Hon); 2. Kim Brown (Hon); 3. Dean Joiner (Suz).
125 A: 1. Keith Fox (Kaw); 2. Gary Paul (Kaw); 3. Rob Johnson (Kaw).
125 B: 1. John Kitsch (Kaw); 2. Jay Mann (Kaw); 3. Terry Kuhn (Kaw).
125 C: 1. t.J. Brantley (Kaw); 2. Larry Perry (Kaw); 3. Carla Swine (Hon).
250 A: 1. Alan Andreu (Suz); 2. Rob Johnson (Kaw); 3. Mrk Peterson (Kaw).
250 B: 1. Keith Bland (Suz); 2. Wayne Becker (Hon); 3. Jeff Davis (Kaw).
250 C: 1. Wayne Brooks (Kaw); 2. Mike Collins (Kaw); 3. Brian Hall (Hon).
OPEN A: 1. Graham Kimble (Hon); 2. Buddy Barnes (Hon); 3. Denny Hunter (Kaw).
OPEN B: 1. Pete Hammock (Kaw); 2. Robert Brookman (Hon); 3. Robert Woods (Hon).
OPEN C: 1. Michael Stoomart (Hon); 2. Lorenzo Williams (Yam); 3. Steve Tillman (Yam).
SRS: 1. David Brown (Kaw); 2. Ernie Millan (Hon); 3. Robert Godfrey (Yam).
MONEY: 1. Keith Fox (Kaw); 2. Alan Andreu (Suz).

Soden cracks Keystone ice

By William T. Marshall
HONESDALE, PA, FEB. 15

Dave Soden was the man to beat at the Keystone Sportsmen Motorcycle Club's third ice race of the season at Daniel's Pond in Honesdale. The air was cold, the ice was hard, and the racing was fast and close.

Soden won the Open class easily. His closest competition was veteran rider Henry Calpin, who took second. David Stuart fought his way through

traffic both motos to finish third overall.

Bob LaMorte took first place on his 80cc bike in the 200cc class, but not without a battle from Steve Murray, who ended up second. Jim Mowatt rounded out the top three.

In the Mini class, Darrell Cobb took first with second-place finisher Kraig Welsh at times leading and always within striking distance. Derek Murray finished third.

Parker tops Tucson opener

By Daryl Drake

TUCSON, AZ, FEB. 16

Dennis Parker put together back-to-back firsts for the Pro Sweepstakes and 125cc wins at the American Off-Road Racing Association's 1986 Season Opener at Tucson International Raceway.

In the first of two 10-lap heats, the AXO/Oakley/PJ1/Sunnyslope Honda-sponsored rider found himself on the heels of Robert Olsen (Hon) and Carlos Serrano (Yam) off the start. Serrano soon caught Olsen, only to overshoot a turn. Then Parker grabbed the inside line and the lead. Serrano recovered and repassed Olsen by the fifth lap, but even though he got within striking distance, couldn't catch Parker.

In their second outing, it was Serrano and Olsen off together again. This time they tangled in the first turn and Parker snuck around to lead for the remainder. Serrano was able to work his way back up to second and put some pressure on Parker, but couldn't get around. Parker picked up \$220 for the Pro Sweepstakes win.

Court Guerin took both 500cc Pro heats easily on the Eastside Cycle/Maxima Oil/Arted Air Conditioning/Oakley Yamaha.

No 250cc Pros were entered, but in the 250cc Amateur runs, Don Gaddis (Yam) and Tim Kennedy (Yam) split the wins in two good races. Gaddis took the trophy by winning the second heat, the tie-breaker. Stacey Miller made it a Yamaha sweep with a third both times out, and Wes Parker (Hon) took both 125cc Amateur races.

In the Novice ranks, Waymon Gladden (Suz) aced the 250s, Richard Varner (Hon) took the 500s, and Carlos Villegas (KTM) earned the 125cc trophy.

Tim Kennedy (Yam) won the Old Timers class to better his second place Amateur finish. Jimmy Gaddis (Suz) put on two fine rides for the 80cc Expert win, and Terry Kennedy (Kaw) came back from a second heat

crash to take the 60cc Beginner win. Double points were awarded to the finishers of this opening round in the 10 race 1986 AORRA series.

Results

125 PRO: 1. Dennis Parker (Hon).
500 PRO: 1. Court Guerin (Yam).
125 AM: 1. Wes Parker (Hon).
250 AM: 1. Don Gaddis (Yam).
125 NOV: 1. Carlos Villegas (KTM).
250 NOV: 1. Waymon Gladden (Suz).
500 NOV: 1. Richard Varner (Hon).
OT: 1. Tim Kennedy (Yam).
80 EX: 1. Jimmy Gaddis (Suz).
60 BEG: 1. Terry Kennedy (Kaw).

Means mashes D-38 Banzai Run

By Bob and Diane Bell

JANUARY 26, 1986

Parker Motor Honda/Answer Products-sponsored Jim Means took his Honda CR500 to a hard-fought overall win at the AMA District-38 HMR/DCMC Banzai Run Hare Scrambles. Steve Walker (Danny's Machine Works), on his 500 CR Honda, was Means' only real competition as he led for two laps before crashing, allowing Means back into the lead and on to the win.

The start was nearly seven miles to check one, which allowed riders a wide variety of lines. As the leaders hit check one, they were spread out, with Means leading the pack. Walker was in Means' dust, followed closely by John Bird (KTM). By the end of the first loop, Walker was right on Means' tail. Both Means and Walker had pulled out a good lead on third-place rider Bird.

Approaching check two on the second loop, Walker swept by for the lead. Means glued himself to Walker's rear fender for the next lap, waiting for any mistakes. Just out of the five-mile mudhill section, the mistake came.

Means took full advantage of the crash and retook the lead. Walker remounted and chased Means but was unable to make up the distance that the crash had cost him.

At the finish it was a smiling Means with the overall win and Walker close in tow for second overall. "Thanks for falling down," exclaimed Means after the race. Third overall went to IVCC's Tom Moen (Hon), who rode consistently in fourth on the first loop, and edging past Bird on the last loop.

The 250cc race started out looking as though it would go down to the wire also. IVCC's Todd Kennedy (HRP/Yam) led the way to check one with IVCC's James Tucker (Hon) close behind. Just past check one, Tucker came storming into the lead. "Tucker passed me after the lake bed in solid dust, wide open, with his eyes closed," joked Kennedy.

Tucker led for the next half loop with Kennedy right in his dust. Leaving check two on the second loop, tragedy struck, as Tucker's chain derailed and jammed up, ending his day. This left Kennedy clear sailing to the finish with the 250cc win at fifth overall. Second 250cc went to Kearny Mesa Yamaha's Rheyndard Morgan (Yam), who rode a smooth consistent race to wind up sixth overall, right behind Kennedy. Robbie Pippin (KTM) rounded out the top three 250s at eighth overall.

Pat Lowrie (Suz) took top honors in the 125cc class, but not without a fight. Lowrie ran second to Bruce Taylor (Kaw) the first loop, only to drop to fourth while pitting. By check two, however, Lowrie was back up to second, and in pursuit of Taylor. He was unable to make much ground until loop three, when Taylor ran out of gas short of home check, leaving him pushing and yelling for his pit crew. Lowrie stormed past and

pulled out a small lead. Taylor gassed up and took off after Lowrie but could not make up any ground as Lowrie cruised in with the win at 11th overall. Taylor settled for second, with Kearny Mesa Yamaha rider Tony Darr (Yam) moving into third at the finish.

First Vet went to Kearny Mesa Yamaha rider Bryan Benson (Yam) at 10th overall. Benson trailed Dennis Stevens (Suz) for two loops until Stevens retired with unknown problems, leaving Benson with an easy win. Bill Lyons (Yam) followed in for second Vet at 13th overall.

Roger Adsit (Yam) proved why he is number-one Senior by taking the class win in easy fashion at 23rd overall. Jack Neeley (M-Star) trailed in for second Senior at 31st overall.

Results

OPEN EX: 1. Jim Means (Hon); 2. Steve Walker (Hon); 3. Tom Moen (Hon).
OPEN AM: 1. Steve Basin (Yam); 2. Mars Nocol (Hon); 3. Mitch Thompson (Win).
OPEN NOV: 1. Richard Ransdell (Yam); 2. Mark Barnhill (Hon); 3. Larry Ornes (Hon).
250 EX: 1. Todd Kennedy (Yam); 2. Rheyndard Morgan (Yam); 3. Robbie Pippin (KTM).
250 AM: 1. Karl Schlegel (Hon); 2. Troy Hansen (Hus); 3. John Wellnitz (Yam).
250 NOV: 1. Jim Kelly (Yam); 2. Mark Bohannon (Yam); 3. Ricky Lance (Hon).
125 EX: 1. Tony Darr (Yam); 2. Kirk Hester (Kaw); 3. Bob Bell (Yam).
125 AM: 1. Pat Lowrie (Suz); 2. Bruce Taylor (Kaw); 3. Robert Gawrys (Hon).
125 NOV: 1. Kevin Ryan (Hon); 2. Robert Boerner (Hon); 3. Dave Tubbs (Suz).
VET EX: 1. Bryan Benson (Yam); 2. Bill Lyons (Yam); 3. Terry Strauwall (Kaw).
VET AM: 1. Mike Ruhstorfer (Hon); 2. Darrel Wagner (Yam); 3. Frank Bass (Yam).
VET NOV: 1. James Hollmann (Hus); 2. Ken Tubbs (Suz); 3. Bill Compson (Hus).
SR EX: 1. Roger Adsit (Yam); 2. Jack Neeley (M-S); 3. John Gerretsen (Yam).
SR AM: 1. Mike Govern (Hus); 2. Ted Scott (Yam); 3. Jim Richmond (Hus).
SR NOV: 1. Chuck Glass (Yam); 2. Jerome Anderson (Yam); 3. Richard Ransdell Sr. (Yam).
SS: 1. Hime Means (Hon); 2. Joe Mulleneaux (Hus); 3. Bob Thompson (Hus).
BEG: 1. Donn Betz (Hon); 2. William Ferguson (Yam); 3. Harlan McCain (Yam).

Davis dusts Square Deal Mud

By Larry McBride

BINGHAMTON, NY, FEB. 2

Pennsylvanian rider Glen Davis grabbed the victory in the 200cc class at Square Deal Riders Motorcycle Club Mud and Snow Scrambles.

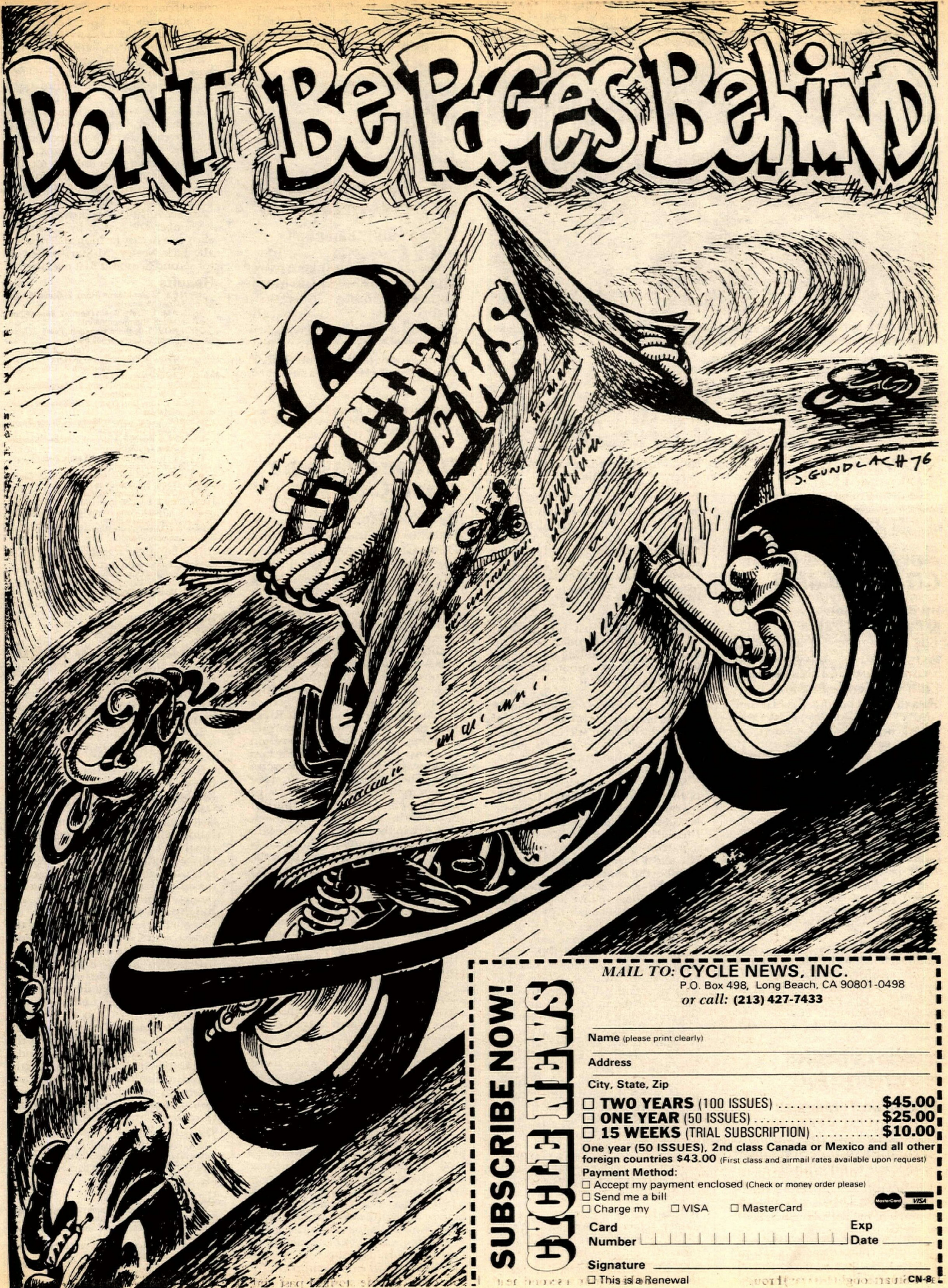
The first time through the scoring station, Davis registered a second place behind Russ Baldwin. Trailing Baldwin for two more laps, Davis put together consistent circuits and slipped past Baldwin to gain first. Davis held it to the end of the seventh and final lap for the victory, with Baldwin following in second and Bill Mosher third.

Of the nine races completed of the 11-race series, Davis has compiled a first-place points lead, winning five of those events. He appears to be sure of notching the series championship.

Craig Estelle ended the dominance of Steve Deemie and Lenny McBride by taking his first win in the 250cc class. Deemie and McBride have each taken three wins and are tied for the series title. Mounting a new Honda, Estelle took the lead early and lengthened it considerably as McBride experienced problems. With a victory assured and halfway through the last lap, Estelle himself had mechanical difficulty. With McBride closing to within passing distance, Estelle got fired up again and held off the challenge to gain the victory ahead of McBride and Deemie.

Results

100: 1. Lee Burgess (Yam); 2. Joel Nabinger (Kaw); 3. Steve Congdon (Yam).
200: 1. Glen Davis (Yam); 2. Russ Baldwin (Kaw); 3. Bill Mosher (Kaw).
250: 1. Craig Estelle (Hon); 2. Lenny McBride (Yam); 3. Lenny McBride (Yam).
OPEN: 1. Dale Baumes (Hon); 2. Greg Potter (Hon); 3. David Sanford (Mail).
SR: 1. Dave Sanford (Mail); 2. Charles Chapman



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March 5, 1986 **CYCLE NEWS**

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Spoof Spiva rode with the Barbenders West Motorcycle Club to the overall Team victory at the CRC Enduro in Barstow, California.

(Yam); 3. Russ Baldwin (Kaw).
SS: 1. Glenn Corby (Bul); 2. Joe Arcessi (Hon); 3. Berny Kohler (Suz).

Barbenders blast CRC Club duel

By Bill Herndon

BARSTOW, CA, FEB. 8

The Barbenders West Motorcycle Club dominated the California Racing Club's Annual Club Challenge Enduro, besting a field of 11 clubs. Casa Grande Suzuki's Todd Johnson, all the way from Tempe, Arizona, took the overall win in the individual contest, despite this being his first ride on a 250 and running flat-tired the last six miles. Since Johnson was not riding for points, Rick "Dangerous" Daniels was the official overall winner, scoring a 7.332-minute drop to Johnson's incredible 6.293.

This year, each team was allowed a 15-man team, five riders per line, and the 10 best enduro scores counting. The overall winner was chosen by a combination of enduro results and the 10th rider's time in the dead-engine start, Candy Ass Hill match race spectacle.

Except for the Ventura County Motorcycle Club (VCMC) captain's face-saving fifth-overall, 8.384-minute drop, the Barbenders West swept all of the first eight places. Barbenders team captain Donnie Simone went down in flames, taking his line with him. But Daniel, Spoof Siva, Tony Casaga, Jim Bollingmo, Scott Crawford, Steve Bebeck and Davy Jones stole the other seven spots, all the "eights" (except Daniel's 7.332), and six individual class wins. Last year's first-place team, Granada Yamaha, surprisingly ended up with third overall.

The match race, which usually determines the winner and is normally decided by one or two seconds, was also a runaway romp. With an unreachably low score of 94 points dropped, the Barbenders again showed no mercy in the rough Candy Ass Hill challenge. Despite an unusually short loop, their 1.08-minute drop saw a record seven-second margin over the talent-loaded VCMC, who

ended up with a 1.15 on the hill and a score of 163. The Barbenders East backup team came in fourth in the team standings, and actually had the second fastest time on the hill at 1.11. Randy Pretzer's Granada Yamaha team fell to a 1.18 fourth place, but redeemed themselves to third overall by virtue of their better enduro results. Their 174 drop just nicked third away from the Barbenders East, who dropped 179. Rounding out the top five was the Husky-mounted Central Association Team, at 196.

Unlike last year's event, which many claimed were too slow, the '86 enduro featured the opposite: Lots of cold-fighting high speeds; free time (two useless) instead of resets; lots of checks and mind-games — and controversy.

Several opposing views were expressed, mainly about speeds, marking and tricks. Most vocal were members of the FRA and UEA. The latter's Charlie Brown said, "It was extremely dangerous. The speeds were way too fast and I never really felt comfortable on the course." Ed "Berzerko" Mazenko agreed, adding, "The marking was (poor) and we had five guys injured. It wasn't a family enduro."

While the pre-check six "free time" mind game cost Simone and others dearly, Pipes Stanfield felt there was deception going on and was direct in his criticism: "Check six was off at least two-tenths of a mile. It was a trick." But the mileage in question was checked and found to be correct, and several riders had red faces.

Glenn Larsen gave his evaluation of the course. "I liked the Special Test, and there were no unacceptable rocky sections," he said. "Higher speeds were OK, but the dull and boring section near Slash X just added mileage. All the checks were great, but it would have been nice to have a center check in a take-up section."

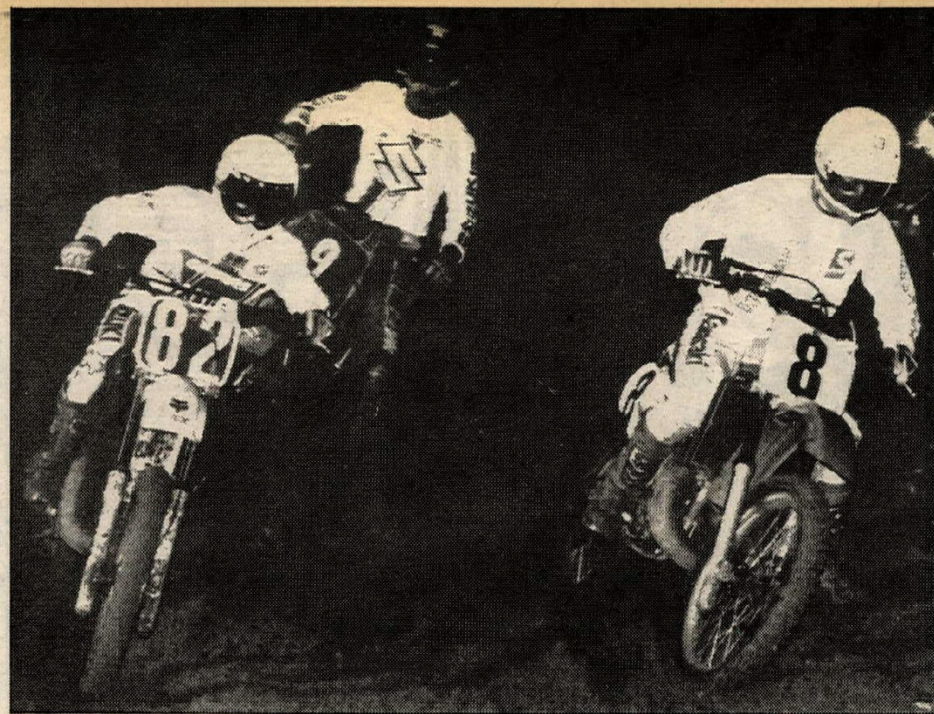
In what may prove to be the year's biggest enduro at 500 entries, owner Jerry O'Neal said, "I think we made it a little too hard."

Results

TEAM: 1. Barbenders West (94); 2. Ventura County M.C. (163); 3. Team Granada Yamaha (174); 4. Barbenders East (179); 5. Central Coast M.C. (196).

OVERALL LOOP 2: 1. Todd Johnson (Suz); 2. Rick Daniel (Hus); 3. Spoof Spiva (XR); 4. Tony Casaga (Yam); 5. John Fero (Hon).

PHOTO BY CATHY HERNDON



David Wright (82), Wayne Goff (9) and Brian Woods (8) dice for position in the 250cc C class at Dade Raceway City in Florida.

OVERALL LOOP 1: 1. Mike Chamberlain Jr. (Yam); 2. Marc Dion (Yam); 3. MRS Loop (KDX); 4. Mike (Yam); 5. Craig Flanders (Hon).

DeVane devours Dade City

By Athie Sanders

DADE CITY, FL, JAN. 25

Dade City Raceway hosted its first ride of the 1986 Points Championship Series with a roster of 240 riders as Vince DeVane, Tim Ealy, Beth Rewis and Hal Neighbors bagged back-to-back moto wins to take the overall in each of their classes.

DeVane stuffed his YZ125 out front at the start of the first 125cc A moto and never looked back. Tommy Rios came out of the holeshot behind DeVane, but soon found that Ricky Bellavance was crowding him out, claiming the second-place position for himself. Doug Brown opened up his Kawasaki and put the pressure on Rios. Their bikes jammed, allowing Brown to pull ahead of Rios. As the moto wore on, DeVane spaced himself out of reach, while Rios sliced through the pack in the background to regain his lost positions. When the checkers came out, DeVane cruised in for the easy win with Rios, Bellavance, Brown and Peter Lupkas rounding out the top five.

DeVane jumped out front once again at the start of moto two and led a field that remained unchanged. As they crossed the finish line it was DeVane, followed by Rios, Bellavance, Brown and Lupkas.

Moto one of the 250cc A class saw Tim Ealy, Kenny Keylon's state-side mechanic, out in front off the line. Brian Kidd, Doug Brown, Gary Rosse and Mark Peterson jammed in behind him. DeVane, with his work cut out for him due to a poor start, diced through the pack to take Peterson, then went to the inside around Rosse. Time ran out for DeVane, and Ealy kept it out front as Kidd, DeVane, Peterson and Brown followed him past the checkers.

Ealy charged out of the gates at the start of moto two ahead of DeVane and Peterson and laid into the sweeper, coming out with the holeshot. The leader took command of the moto, but felt the never-ending pressure from DeVane as he gained in the turns and jumps, but lost ground in the straights. DeVane rode on the ragged edge in his attempt to take Ealy, but Ealy repeatedly shut the

door. Ealy took the win moments before DeVane and Peterson; Brown and Gary Rosse followed in behind to round out the top five positions.

After the race, the 26-year-old Ealy, with a broad smile across his face, said, "This is the first race I have been in since last year's Winter AMA. I've gone a whole year without riding. I want to thank Kenny, for I wouldn't have been here if it weren't for him, this is his practice bike. I just can't believe how well I did."

DeVane said that he was having some real problems on the straightaway. "My bike just wasn't handling right. The front end was washing out."

Beth Rewis totally dominated the newly formed Women's class as she claimed the holeshot and kept the lead, taking the win in both motos. Laurie Kitsch's 2-3 moto finishes gave her second overall and Gina Perry's 4-2 netted her third overall.

Rewis said, "I just got good starts and kept it out front all the way. It was a good race for me."

The Open Amateurs came off the line as Hal Neighbors and Graham Kimble battled for the lead. Kimble went wide, claiming it as Neighbors, Ted Vannest and Kraig Constantino followed, not far behind. Kimble was clearly setting the pace, but it was obvious to all that he knew Neighbors was right on his tail. Kimble laid into a turn and came up short. He quickly remounted, but not before Neighbors and Vannest had gone by. Kimble bit the dust again before the lap was over. He pulled off to the side of the track, removed his helmet and watched as his dreams vanished. Neighbors had stayed out front to take the win with Vannest and Constantino wrapping up second and third.

Kimble didn't start moto two, and Neighbors took command right away. Constantino followed him past the checkered with Vannest close behind. Constantino's 3-2 overall was good enough to send him home with second overall, leaving Vannest to settle for third.

Results

60 A: 1. Chris Allen (Kaw); 2. Kenny Yoho (Kaw); 3. Josh Latina (Kaw).
60 BEG: 1. Jason Sybert (Hon); 2. Wayne Wilkie (Hon); 3. Jarrett Tipping (Kaw).
80 A: 1. Ryan Dean (Kaw).
80 B: 1. Sean Smeltzer (Yam); 2. Michael Moore (Kaw); 3. Mike Meffert (Suz).
80 C: 1. Brannon Davis (Yam); 2. Ryan MacNeal (Yam); 3. Shawn Haynes (Kaw).
80 BEG: 1. Brent Bronson (Kaw); 2. Richard Manion (Yam); 3. Greg Green (Suz).
125 A: 1. Vince DeVane (Yam); 2. Tommy Rios (Yam); 3. Ricky Bellavance (Hon).
125 B: 1. Rasco Bartra (Kaw); 2. Jeff Zimmerman (Hon); 3. Chuck Sybert (Hon).
125 C: 1. Ken Demato (Hon); 2. Pat Salvato (Kaw);

PHOTO BY ATHIE SANDERS



Chip Howell rode to a second Open A class win at Sierra Blanca.

3. Michael VanCamp (Suz).
125 B: 1. Laurie Hampshire (Kaw); 2. Tom Blake (Suz); 3. Philip Allison (Yam).
250 A: 1. Tim Ealy (Yam); 2. Vince DeVane (Yam); 3. Mark Peterson (Kaw).
250 B: 1. Robert Noa (Hon); 2. Kenny Johning (Kaw); 3. David MacNeal (Kaw).
250 C: 1. Jeff Pingel (Kaw); 2. Jerrold Williams (Hon); 3. George Ryan.
OPEN AM: 1. Hal Neighbors (Hon); 2. Kraig Constantino (Yam); 3. Ted Vannest (Hon).
OPEN NOV: 1. Dan Crawford (Yam); 2. Greg Bagant (Hon); 3. Johnny Simpkins (Hon).
SRS: 1. Donald Leddy (Yam); 2. Kenneth McKinnon; 3. John Ayswe (Hon).
WOMEN'S: 1. Beth Rewis; 2. Laurie Kitsch; 3. Gina Perry.

Lambert soars at Sierra Blanca

By Yvonne Moreno

ENSENADA, MEXICO, FEB. 8
Hi-Point/Arai Helmets/Smith Goggles/Red Dot Tires/Reno Kawasaki-Husqvarna-sponsored Duke Lambert battled the elements to win the overall victory at the Second Annual Malcolm Smith-sponsored Sierra Blanca Enduro in Mexico. Rain, and lots of it, awakened 140 riders from California, Colorado, Utah, Hawaii, Arizona and Mexico who came to compete on the challenging course of hand-cut trails, old jeeps roads, steep uphill and white-knuckle downhills. The mud and rain made it a true test of survival.

Lambert's closest competition was Team Husky AA class rider Larry Roeseler on a 1986 Husky 400 cross-country. Roeseler, the trail magician, was just one minute behind Lambert at the end of loop one. The second loop, consisting of tough trails at 24 mph, Roeseler was using every trick to catch the smooth-riding Lambert, but after a bad fall and a terrible one-groove uphill where numerous riders were planted, Roeseler's bag of tricks came up empty. Roeseler settled for second place with a score of 30.

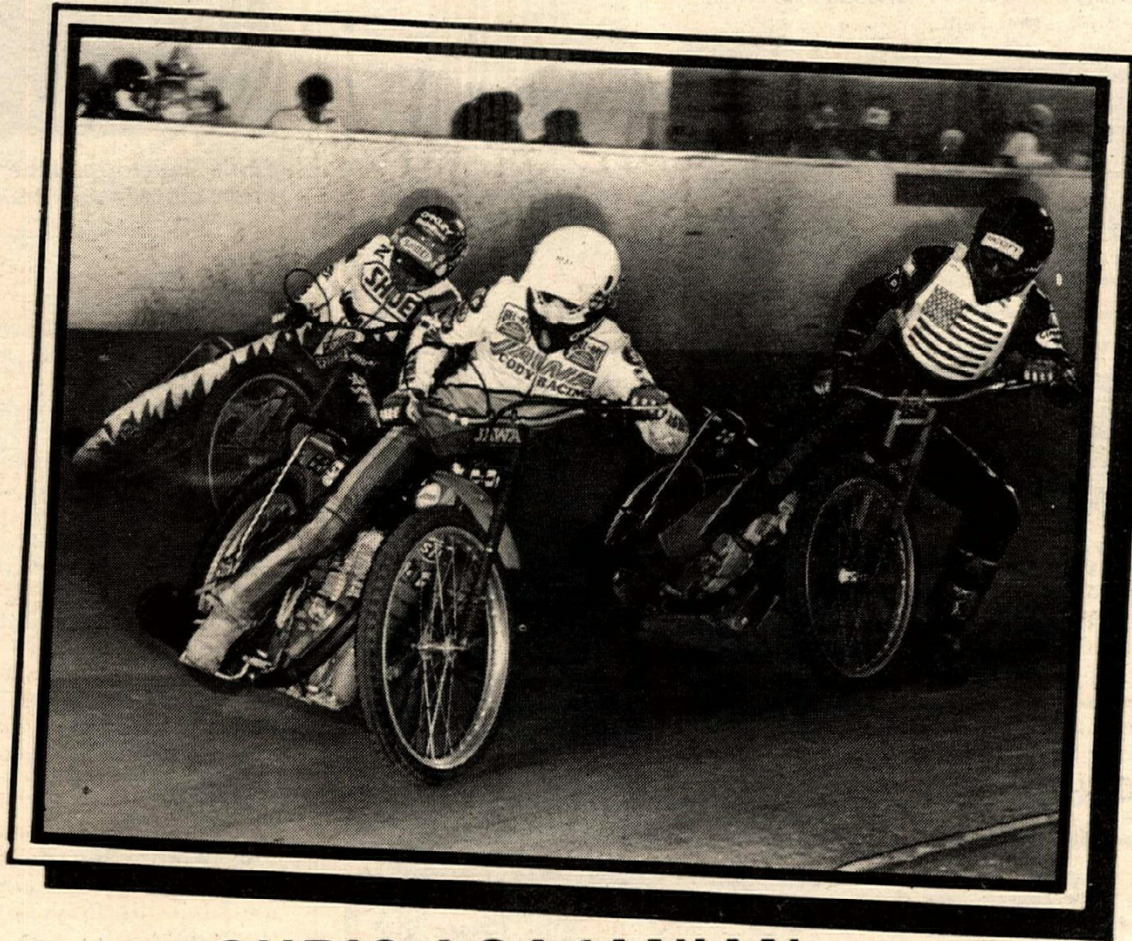
Thirty-six hard-as-rock riders finished, with third overall, first Vet A going to John Blythe from Colorado, just seven minutes behind Roeseler. The legendary Malcolm Smith came out for a trail ride and took home fourth overall, first Open Senior A. At the finish, Smith was wearing his famous ear-to-ear grin, saying, "Boy, that was fun!"

Wayne Martin (Team Malcolm Smith) put in a strong ride with a score of 49, good for fifth overall and first Open A.

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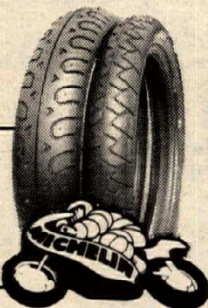
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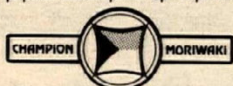
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PHOTO BY BILL SPENCER

Chris Neal topped the 80cc Arenacross class inside the Cow Palace.

sixth overall, first 125cc A with an incredible score of 57.

First B rider, Kelley Knutsen, not only beat all other B riders on a 250, but his 10th overall put him ahead of Scott Meyer, 11th overall, first 250cc A.

Open Vet A winner Gary Drea had lost a lot of time at check three, but rode hard and fast to make up time and came in 18th overall.

Dan Stouffer repeated his 1985 Open B win, riding a Yamaha 350, finishing 20th overall, first Open B.

The course took its toll in every class. Only two survived the 250cc Senior A and B classes; Team Kearny Mesa Yamaha Bob Schaefer, first, and Rich Gehring, second.

Team Husky Chip Howell really had to earn his seventh overall, second Open A. A down-course marker cost him 10 minutes to check three, and a broken speedo drive kept him on his toes, but his ISDE skills got him through.

Dana Bell, the only Women's class entry, looked strong as she powered through loop one, but failed to start loop two.

Seventeen teams were entered with Team Alba Honda's Stan Potter, Timo Daily, John Ferro and Jim Tripp out to defend their 1986 win. It looked like they would pull it off. After loop one, only three teams remained intact. Loop two was just too tough. It was every man for himself. No teams finished. Jim Tripp liked loop one so much, he decided to ride it again. He almost made it. One-half mile from check 14 his KTM transmission quit!

Malcolm Smith Products donated \$1000 worth of products to be distributed among the 36 finishers. Also, Song Dog packs donated three fanny packs to the finishers.

Results

OVERALL: 1. Duke Lambert
OPEN A: 1. Wayne Martin; 2. Chip Howell.
250 A: 1. Scott Meyer; 2. Brad McKay.
125 A: 1. Peter Postel; 2. Scott Pfeiffer.
OPEN A VET: 1. Gary Drea; 2. Edward Connors.
250 A VET: 1. John Blythe; 2. Don Blake.
OPEN A SR: 1. Malcolm Smith; 2. Ron Dugan.

Hawkins wins SERA enduro

By Robert R. Rocko

HATTIESBURG, MS, FEB. 2
AA-ranked National Husky rider Randy Hawkins took the overall win in the first Southern Enduro Riders Association (SERA) points-paying event of the 1986 season. The enduro was sponsored by the Mississippi High Point Enduro Club and was held on National Forest land near Camp Shelby, Mississippi. This is the first time in two years that the club has been able to coordinate land usage with the Mississippi National Guard and the

U.S. Forestry Service.

Except for arrowing problems encountered by the early rows, SERA's Barry Bell and Gary Johnson did an excellent job in laying out a course for all riders. The course had a 20-mph section and two 24-mph sections that took points from most riders. Each section had a reset long enough to put the C riders back on time and made the event like a Sunday ride but still tested the AA riders.

In taking the overall win, Randy Hawkins dropped eight regular points and two early points.

More than one rider complained to Bell about having two timed checks within three miles of each other, but he quickly pointed out that the check before his had white flags and was not a timed check. Hawkins was two and a half minutes early when he saw the check and slowed down. Hawkins managed to slow-ride one and a half minutes off his time, but still was docked two points for being 30 seconds early.

Top SERA honors went to David Jordan, first Open A with 11 points. Second and third in the AA class was Dwight Rudder and David Jumonville, close behind. Jordan with an 11 and 13, respectively. Jumonville lost two early points just like Hawkins did.

Results

OPEN INT B: 1. H.T. Stubbs; 2. Warren Sciortino;
3. Larry Lauderdale.
OPEN C: 1. Kenny Knoblock; 2. Danny Guilbeau;
3. Michael O'Brien.
250 C: 1. Freddy Pittman; 2. Taylor Gilmore; 3. John Smith.
200 C: 1. Phil Williams; 2. Michael Ferris; 3. Dennis Carpenter.
125 C: 1. Matt Lagon; 2. Joel McRaney; 3. Gene Street.
SR C: 1. Marion Walton; 2. Ronnie Pruitt; 3. Daon Witt.
SS: 1. Dennis Whillingham; 2. Shelton Reese; 3. Dickie Hual.
JR: 1. John May Jr.; 2. Mathew Rayborn; 3. John Schidmire.
WOMEN: 1. Kim Berthelot; 2. Karen Kemp; 3. Darla Steagall.

Smith, Dashiell top Cow Palace

By W.H. Spencer

SAN FRANCISCO, CA, FEB. 8
Arenacross returned to the San Francisco Cow Palace as part of the California Indoor Championship and over 9000 Great American Motorcycle Show fans turned out to root on the Pro-Am style show that saw Kawasaki-mounted Rod Smith tear up the 125cc Pro class, while Larry Dashiell and his Petaluma Motorcycle Center Honda took home the big part of the loot, winning the Mike Kidd-produced Dash for Cash and 250cc Pro main event.

With over 250 entries, the night's activities ran smoothly on the dirt track that was converted by Dave Murrell and Co. from the previous night's speedway to a challenging supercross-style MX. Everyone got into a qualifying heat and semi with graduation to the mains the tough part.

Cory Cantaloupi got the holeshot in the first main event for 125cc Pros on the KR Yamaha, but Rod Smith took a borrowed KX and ran off with the win as he had done last year. Riding for Sierra, Answer and Smith Goggles, he was disappointed not to have won the Dash for Cash on the Eurocycle M-Star, but made up for it in a big way in the tiddler class. Jon Nelson chased Smith on the first lap but had Jim Cressa's Marin Motorsport's Honda to contend with while Brett Cahors tagged along and pushed pass Nelson for third. Salinas Yamaha's Jeff Pestana worked extra hard for the fifth spot, making the pass over finish-line jump, with Trick Cycles' Sean Lollar crashing, hard and suffering what looked to be a

broken collar bone.
A first corner pile-up restarted the 125cc Amateur portion, with Danny Paladino the artist for the distance on his Contra Costa/O'Neal Honda. Ryen Wann displaced Greg Tirheiner and took second on the Yamaha Country YZ, while Rod Correia worked past Craig Schultz for fourth; Jesse Britain got the last-place trophy at the checkered.

Chris Neal, on Moto-X Fox Yamaha, is still hoping he can get some competition in the Mini ranks but took off for yet another big-time win, while Todd (No Chicks) Hicks did the catch-up job for second over Joey Rodriguez' Salinas Yamaha YZ. Rusty Rust kept his dad (an old-time race fan) happy with a fourth over Kenzie McGrath. Jimmie Clay had a trophy spot working before he crashed out, and Eric Bostrom (his dad is Dave the 1968 Cal State TT champ) topped the 60cc portion over Casey Johnson.

Russ Scott led all laps of the 250cc Amateur main, while Alan Carlson worked around Alex Chella and Geoff Woods for the second. Woods and Sam Nava had a battle for the third with the RM rider getting the better part and Dave Minjares coming up with the final trophy spot in a good effort after many months off the tour.

Dave Woods led out Dashiell in the 250cc Pro show with lots of bashing going on about half way through the first lap. Dashiell explained, "I hit Woods pretty hard in one corner and stalled my bike, but I got it from behind hard enough to get restarted and out of the mess." And a mess it was as Brett Cahors and Jerome Heiberger got tangled with Rod Smith and Alan Berluti causing quite a pile-up.

Wood continued to lead Dashiell, with Chris Mitchell in third on the Zoom Cycle RM. Just past halfway, Dashiell (Sierra/Answer/Oakley/Robin Hill LTD Const/Petaluma Cycle) did the old no feet, jump-pass and was gone. Kelly Andris passed Mitchell, then Nelson passed both before the checkers. Joey Schlag and Berluti did the hammer-an'-tongs battle right behind but no show for gold.

Dashiell was respectful in victory circle stating, "The name of the game was the starts. I watched the start guy real close. Dave (Wood) and I had a great battle for first, he was real good." After the flag, Wood stopped by the announcers stand to state that he would donate his winnings to the Magoo fund and Dashiell also planned a sizeable donation.

Results
125 PRO: 1. Rod Smith (Kaw); 2. Jimmy Cressa (Hon); 3. Brett Cahors (Hon).
125 AM: 1. Danny Paladino (Kaw); 2. Ryen Wann (Yam); 3. Greg Tirheiner (Kaw).
60: 1. Eric Bostrom (Hon); 2. Casey Johnson.
80: 1. Chris Neal (Yam); 2. Todd Hicks (Yam); 3. Joey Rodriguez (Yam).
250 PRO: 1. Larry Dashiell (Hon); 2. Dave Wood (Hon); 3. Jon Nelson (Hon).
250 AM: 1. Russ Scott (Suz); 2. Alan Carlson (Yam); 3. Geoff Woods (Suz).

Brown bad at Cow Palace

By W.H. Spencer
SAN FRANCISCO, CA, FEB. 7
Ohio's Scotty Brown (Cody Prods/Hallman/Scott's Cycle/Keech Video) was the "baddest" man in town for the running of the California Indoor Speedway Championship at the Cow Palace despite what appeared to be an easy ride for Mike Delacy.

A part of the Great American Motorcycle shows, and promoted by Mike Kidd and Flat Track Promotions, nearly 4000 viewed the Friday-night performance on the regular rodeo dirt, 1/8th-mile oval with sur-



Scotty Brown won the Calif. Indoor Speedway Championship in San Francisco.

prisingly good results. A few no shows included the Faria brothers, with number one northern Californian Dave out with a broken leg from the week's prior ice race and Mike down south along with some other invited troops who couldn't make the long trek north.

The 16-rider, 16-event championship program got started a little late due to the no-shows and a general reorganization of the program, but it was dynamite right out of the box. New York's George "Laser beam" Lazor matched up with the ice racing champ Brown and his California brother Jeff, and former number one Duane Yarrow in the first race, with Brown bolting to the win over Lazor. Yarrow crashed the Snooky Owens Weslake in spectacular fashion when he caught traction unexpectedly. It would happen again.

Old age and treachery overcame youthful enthusiasm in the second round as Paul Orlandi scored an ace over Sierra/MPE's Rocky Robinson, on a 1986 Jawa, with Sam Bast third over Scott Briard. Bart Bast cleared the lanes for the third-event win over Kid Curry, with Steve Martin getting out of the way of Mike Parsons for third.

Delacy (#1 Bicycle Shop/Napa MC Salvage/Hi-Point/Oilzall/Circle Ind/Barnett/Kentwig Fitness Center) broke out early and won round four, with Louis Kossuth closing at the checkered over Billy Scott and Mark Zeissler. Orlandi came back with a second-round win in event seven over Lazor, with Yarrow leading out but once again grabbing the big-traction bite and crashing. Lazor had a good line, but Orlandi had a better one for the checkered, with Parsons third and another goose egg and soreness for Yarrow.

Delacy had a wild ride in event eight for a win, with Brown closing at the end, but not quite enough. Bart Bast and the Bast Brothers Welding operation were close in for third with Robinson fourth. Kid Curry came up with three big points in event nine, winning over Kossuth, while the Volcano Kid, MPE/Martin & Son Paving's Steve Martin got the nod in event 10 over Jeff Brown.

Rocky Robinson led out the Laser beam in event 13 but Curry rode around for both the win and good point position for the four-man main. In event 14 Steve Martin gated with a solid line, while Orlandi went for the rim ride and held it well but it didn't work for the pass. Brown ran third.

Mike Parsons got himself excluded in event 15, and was replaced by Harlan Bast, Sr. Scott Briard led the restart on the inside and Delacy rolled around on the outside for the win.

PHOTO BY BILL SPENCER

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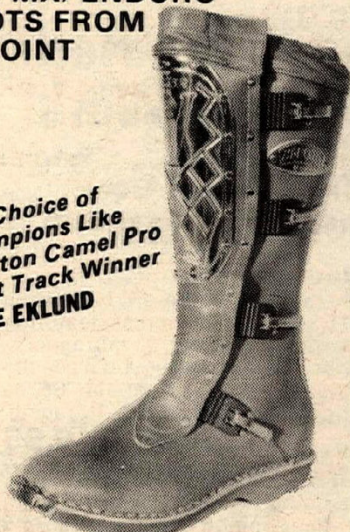
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PHOTO BY JAN NEWMAN

En route to victory in the 125cc Pro class, Eric Hall gains on eventual third-place finisher Steve Steffy (284) at Woodland, WA.

Yarrow held on for dear life and took second and his first points.

Bart Bast kept his title chances alive with a win in event 16 after working past Zeissler and having cousin Sam in tow for second. Delacy was the only perfect score, going into the final rounds with nine points, while Orlandi had eight along with Kid Curry, and Bart Bast seven over Brown and Lazor.

Sam Bast made event 19 the pivotal round as far as runaways were concerned with a good gate and hold-'em line that prevented Delacy and Steve Martin from any pass attempts. Bast rides very well, and combine that with the attributes of a Chicago Bear fullback and you have a race winner. Brown brought the Jawa to the fore with a big win, while Curry worked around Zeissler for a spot in the main.

Rocky Robinson took over for event 21, with Bart Bast coming from behind to win big time at the checkered, much to the adulation of the crowd. Orlandi came in third, putting him in a tie for the final championship spot with Brown, while Miek Parsons capped the night with a great win in event 20 but no chance for a transfer.

The run-off between Orlandi and Brown was classic: It was Scott, Brown, the Eastern youngster, against one of the craftiest rim racers in the business. Orlandi drew the outside and gated right alongside the kid. He held the outside line for two full laps and looked to be in good position when, all of a sudden, he pulled it back down on the pole and tried an inside line and died. Brown won by two bikelengths and set the stage for the California Indoor Championship along with Mike Delacy, Kid Curry and Bart Bast.

As the riders drew for position and lined up, it was Delacy loose on the pole with Brown sandwiched to the outside. With a quick gate, Delacy rode off with what looked like a certain win. "He was bad out of the gate, but I knew I had him at the end," was the remark by Brown after he chased him down and passed for the checkers, taking Bast along for the ride. "I got off the cam on the last lap and choked thinking I had it. What a bummer," said Delacy, downcast in his pit after the finale. The fans appreciated the show and were on their feet for the final 4 laps.

Tom Heddon got the best of older brother Bobby and Ernie Morris in

the Junior division battle, while Jeff Kniss took home another title in the Division Two show over Rick Hicks and Vance Felicio. He worked faster every lap and should be a force to contend with for the regular Division Two season.

In Division Three action, Ken Thiebaud kept the rubber side down better than John King, who had his night made in the qualifying heat when he rode the wild side. Pops John Schroeder led off the heat in front of Brian Ash, who started the old chain reaction bit that caused a stoppage and then a restart, due to the fans. King went on to win to make the main. In the main event, King had to settle for second behind Thiebaud, with Gordon Rudy and Gary Solis following.

Results

DIV 1: 1. Scott Brown; 2. Bart Bast; 3. Mike Delacy.
DIV 2: 1. Jeff Kniss; 2. Rick Hicks; 3. Chad Felicio.
DIV 3: 1. Ken Thiebaud; 2. John King; 3. Gordon Rudy.
JR: 1. Tom Heddon; 2. Bobby Heddon; 3. Ernie Morris.

Hall wins Woodland MX

By Jan Newman

WOODLAND, WA, FEB. 8

Eric Hall (Marushin/Scott USA/Silkoline/Pro Caliber/Answer Products) piloted Hondas to three out of four wins in the 125 and 250cc Pro classes to become the big winner at Woodland MX Park today. Scott Tyler (Yamaha Support) was the winner of both Open Pro motos.

Practice was a chilly and slippery challenge after below freezing temperatures overnight left the track in treacherous condition. A warm sun soon turned the surface into excellent condition.

Larry Ward (Team Green/Hi-Point/Scott USA/Kal Gard/HRP/DMC/Ted DeVol) led the 125cc Pro class out of the chute in moto one with Hall poking at his heels for three laps before he took the lead. Ward, not willing to give up, hung in tight to retake the top spot for good with two laps left. In the third-place battle, John Sowards (Kaw) held off the charges of Scott Steffy (Yamaha Support/G&S Motors/Lynnwood Yamaha) until the middle of the race.

Ward led again in the second round, but Hall passed him again at mid-point and this time he made it stick.

Once again Steffy finished third, while Sowards had to work his way through the pack for another fourth.

The Open Pros rode behind the 125s, and Tyler was in the lead every lap of both motos. Jim Anderson (Yam) rode second all the way in the first race but didn't start the second. Rob Burkhart (Yam) was second overall with 3-2 finishes.

Anderson got to the front first in the 250cc Pros, but overshot a berm and killed his engine. Then, still at the back of the bunch, he tangled with Burkhart and became a spectator for the day. Tyler took over the duty of lead man, followed by Doug Lange (Beaverton Yamaha/MX Fox/Marushin) and Troy Stewart (Yamaha East/Motorcycle Tire & Wheel). Hall was in the back on the first loop but moved up quickly to take an undisputed lead on the third lap. Tyler dropped to third and then had to battle it out with Lange to finish second.

Hall had complete charge in the second moto. Tyler started second but dropped to fourth in the second lap and had to fight his way back by Lange to finish third. Jeff Chapman (Hon), in his first appearance after suffering a fractured jaw in July, made his presence known by finishing second.

Brian Hall (KTM) won the Over The Hill A class with two seconds-place finishes. David Lyle (Kaw) was top B rider with a 3-1 record and Mike VanNuland's 1-2 was good enough for the C class win.

The Old Timers didn't have it easy, either. Don Reynolds (Kaw) topped the Experts with a fourth and a win. Burt Lymburner (Suz) earned the win in the Amateurs by way of a 1-2 score on the day. Bruce Wageman (Hus) took top Novice brass by winning both motos.

Results

WEE PEE WEE: 1. Benji Radach (Yam); 2. Kevin Eakin (Hon).
PEE WEE JR: 1. Jamie Parker (Hon); 2. Brandon Radach (Hon); 3. Todd Waltmire (Hon).
PEE WEE SR: 1. Rob Dodge (Kaw); 2. Brian Jones (Kaw); 3. Danny Wilcox (Kaw).
80 C: 1. Ken Hart (Hon); 2. Danny Hansen (Kaw); 3. Scott Hamness (Kaw).
80 B: 1. Matthew Worbes (Kaw); 2. Adam West (Kaw); 3. Troy Hutson (Yam).
80 A: 1. Brett DeVries (Kaw).
125 C: 1. Lance Rudge (Kaw); 2. Shawn Calangulo (Kaw); 3. Fred Wright (Hon).
125 B: 1. Tony Graves (Hon); 2. Ed Jensen (Hon); 3. Troy Bangs (Hon).
125 A: 1. Larry Kuebler (Hon); 2. Nick Blasdel (Kaw); 3. Sean Dodge (Yam).
250 C DIV 1: 1. Eric Cosand (Hus); 2. Bill Keiffer (Hon); 3. Don Schneider (Hon).
250 C DIV 2: 1. Charles Drake (KTM); 2. Leonard Koolstra (Hon); 3. Joel Atkins (Yam).
250 B: 1. Mark Luchini (Hon); 2. Jeff Miles (Yam); 3. Tony Graves (Hon).
250 A: 1. Mike Hartman (Yam); 2. Wayne Dixon (Kaw); 3. Sean Dodge (Yam).
OPEN C: 1. Harvey Visser (Hon); 2. David Hampton (Hon); 3. Hobey Kates (Hon).
OPEN B: 1. Tom Rowland (Hon); 2. Richard Merritt (Hon); 3. Carl Burkhart (Yam).
OTH A: 1. Brian Hall (KTM); 2. Dave Eakin (Hon); 3. Randy Skiver (Hon).
OTH B: 1. David Lyle (Kaw); 2. Allen Thompson; 3. Ray Grossant (Hon).
OTH C: 1. Mike VanNuland (Kaw); 2. John Bachman (KTM); 3. Arne Wayrenen (Yam).
OT EX: 1. Don Reynolds (Kaw); 2. John Sylvester (Hon); 3. Jim Lamkin (Hon).
OT AM: 1. Burt Lymburner (Suz); 2. Laurie Westcott (Hon); 3. Larry Kopp (Hon).
OT NOV: 1. Bruce Wageman (Hus); 2. Charlie Paska (Hus); 3. Ed Parsons (Hus).
125 PRO: 1. Eric Hall (Hon); 2. Larry Ward (Kaw); 3. Scott Steffy (Yam).
250 PRO: 1. Eric Hall (Hon); 2. Scott Tyler (Yam); 3. Doug Lange (Yam).
OPEN PRO: 1. Scott Tyler (Yam); 2. Rob Burkhart (Yam); 3. Ted DeVol.

Nielson conquers Las Vegas

By Dick Goodwin

LAS VEGAS, NV, FEB. 9

Honda of Salt Lake City's Scott Nielson emerged victorious from the smoke and dust of the 250cc Pro and Open Pro wars at Las Vegas Motocross Park Sunday for the kickoff of the Triangle Training Plaza Center/Yamaha multi-state series. Almost 250 riders from such diverse locations as Plano, Texas,

and Alta Loma, California, joined with competitors from Arizona, Colorado, Utah, Wyoming and Nevada to battle the cold, windy weather as well as each other.

Nielson flew off the line leading the Open Pros in the first moto, only to run off and the track and relinquish the top spot to Terry McGinnis. McGinnis went on to win the moto, with Nielson in second. In moto two, Nielson made no mistakes, leading wire-to-wire for the Open Pro overall victory.

Nielson's 250cc Pro victory was no cakewalk, and the competition was hot and hungry. Moto one started off with a mighty roar as Eric Sackett holeshot off the gate. Sackett, sponsored by Dixie Kawasaki and Motorcycle Tire Center, is new to the class — but he's catching on fast! Scott Underwood, Scotty Robertson and McGinnis were all trying to elbow him aside. Halfway through the first lap, the intense competition for the lead forced Sackett off the track and into a small sight-seeing trip, resulting in an unintentional and unfortunate disqualification for Sackett. Meanwhile, McGinnis had bolted into the lead, with Greg Vowell (Las Vegas Suzuki) and Robertson hot on his trail. Positions remained unchanged for a few laps, until Nielson finally forced his way past Robertson to take over third. Final first-moto positions had McGinnis in first, followed by Vowell, Nielson, Robertson, Las Vegas Suzuki's Pat Shields and Honda of Las Vegas-sponsored Sean Steele.

Sackett popped the holeshot again in moto two. As the pack blazed around the supercross-style course, both Underwood and Nielson passed Sackett in the back switchbacks. Underwood, who had centerpunched the 10-foot-high King Kong doubles in a spectacular crash during the first race, was really carving up the course in the lead. Nielson wouldn't let him get away, though, and the two battled intensely for several laps. Finally, the Las Vegas Suzuki-sponsored Underwood went down in the back switchbacks (again), handing the race to Nielson. Underwood recovered to take second place. After both motos were tallied, the hard-riding Nielson had earned a trip to the winner's circle. Vowell claimed second overall, McGinnis was third, with Robertson and Shields rounding out the top five.

Although Vowell finished close behind Nielson in the 250cc Pro contest, he was the one to beat in the 125cc Pro class. Vowell rode to the overall win in that class, with Corky Maughan coming in second and Mike Thomas third.

Results

PEE WEE NOV: 1. Randy Finch; 2. Michael Las-kowitz; 3. Billy Eister.

PEE WEE INT: 1. Jason Partridge; 2. John Meng.

PEE WEE STK NOV: 1. Robby Rusch; 2. Brian Sullivan; 3. Joshua Blanc.

PEE WEE MOD NOV: 1. J.B. Barnson.

PEE WEE MOD INT: 1. Adam Burnham; 2. Tollece Nay.

JR CYC STK NOV 6-8: 1. Steven Howe; 2. Carl Scherkenbach; 3. John Meng.

JR CYC STK INT 6-8: 1. Jason Partridge; 2. Brian Barnson.

JR CYC STK NOV 9-11: 1. Russell Anderson; 2. Frankie Villegas; 3. Greg Zaratiegui.

JR CYC STK INT 9-11: 1. Jason Carroll; 2. Mike Gilbert; 3. Carey Hart.

JR CYC MOD NOV 9-11: 1. Frankie Villegas; 2. Greg Zaratiegui; 3. Gary Poindexter.

JR CYC MOD INT 9-11: 1. Mike Gilbert; 2. Jason Carroll; 3. Carey Hart.

80 STK NOV 9-11: 1. Jason Carroll; 2. Russell Anderson.

80 STK INT 9-11: 1. Mike Michels; 2. Carey Hart; 3. Mike Gilbert.

80 STK INT 12-16: 1. David Griego; 2. Chris Trickle; 3. Jeff Hodge.

80 STK EX: 1. Jimmy Gaddis; 2. Kerry Mulligan; 3. Richard Saxton.

80 MOD INT 9-11: 1. Mike Michels.

80 MOD NOV 12-16: 1. Jeff Kerhonen; 2. Randy Klessig; 3. Eric Griffith.

80 MOD INT 12-16: 1. David Griego; 2. Grayson Goodman; 3. Eddie Allen.

125 BEG: 1. Shaun Cobb; 2. Tom Hazelwood; 3. Tom Michael.

125 INT: 1. T.L. Taylor; 2. Lowell Thompson; 3. Lonnie Faulkner.

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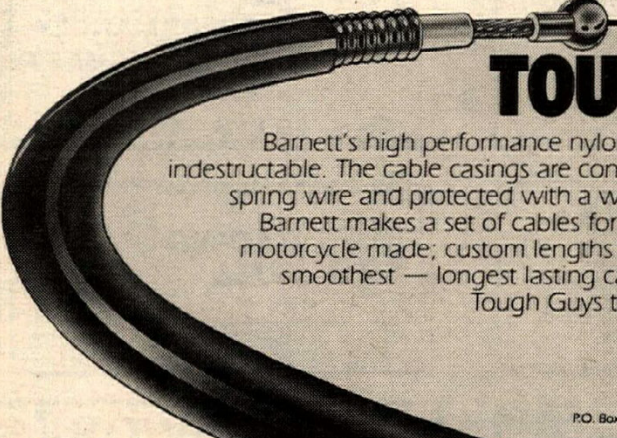


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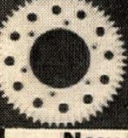
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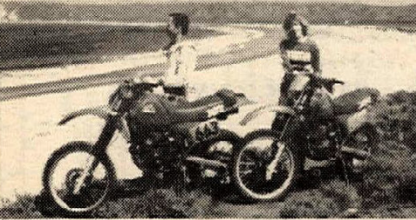
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500 NOV: 1. Justin Chatterton; 2. Jeff Schumacher; 3. Carl Fuller.
500 INT: 1. Ron Goodwin; 2. Dan Wagner; 3. Robert Peterson.
500 PRO: 1. Scott Nielson; 2. Terry McGinnis; 3. Steve Lusack.
VET NOV: 1. Boyd Urie; 2. Jim Bradley.
VET INT: 1. Bill Bearup Jr.; 2. Jim Barnson; 3. Gil Boers.
VET EX: 1. Barry Hill; 2. Wyn Forsher.
WOMEN: 1. Mary Ann Gusakov.

Brown boasts Clear Lake win

By Jack Stueve
LAPORTE, IN, FEB. 9

The starting line-up for today's 200cc final at Clear Lake looked more like an enduro than a typical ice race. All of the competitors, including the husband-and-wife team of Dan and Diane Brown, are well-seasoned woods veterans out for a Sunday ride. After grabbing a keen start, Diane played jammer for hubby Dan, allowing him to roost off to the win. Don Muhlenbruch credited his "Jeff Fredette Replica" tires with allowing him to run inside traffic, advancing to second at the checkers.

Promoter Jon Schultz decided racing and promoting can mix well as he motored off to win the Open division on his trusty Yamaha 600. Dan Weicht gave Schultz someone to race early in the going, but traction problems and a thrown drivechain on Weicht's Bultaco spoiled his chance for a good finish. The Weicht Team redeemed themselves by posting a victory in the 400cc event after a race-long joust with KTM-mounted Tom Piekarski, who in turn had his rear-view mirrors full of a very determined Mike Pfister, who tried unsuccessfully to make numerous passes stick. Sidehack artist John Hoos nearly had his season-long win-streak broken by a charging Mike Haney, but when the dust had settled, mechanical misfortune cheated Haney out of his chance for fame and glory. Ah, but there's always next week — right, Mike?

Results

0-200: 1. Kent Stanley; 2. Mike Morris; 3. Kevin Carr.
250: 1. Kem Joyce; 2. Marty Rittenberry; 3. Jesse Greer.
OPEN: 1. Steve Ezell; 2. Bill Easter; 3. Barry Luther.
SR: 1. Benny Weathers; 2. Larry Still; 3. John Giles.
SUP SR: 1. Emmett Cox; 2. Charlie Burk; 3. Charlie Galbraith.
4-STRK: 1. William Bennett; 2. Mark Boyd; 3. Barry Boone.
0-200 TRAIL RIDERS: 1. Jason Moody; 2. Gerald Littlejohn; 3. Aaron Sanders.
201-250 TRAIL RIDERS: 1. Tommey Ray; 2. Barry Heath; 3. A.B. Davis.

Ziegler tops OTHG LA County MX

By Glenn Worrall
PALMDALE, FEB. 9

A bad start in the first moto and an endo early in the second did not stop Yamaha rider Bob Ziegler from coming back to win the Over The Hill Gang's Intermediate class today at LA County Raceway. Skip Skinner was the early leader in the first Intermediate moto but could not stick with the fierce pace, when Richard Stelke took over the challenge followed by Fred Kalmick (KTM) and Jack Bleier, riding his new '86 YZ. The lead was again to change after an impressive come-from-behind dash by Ziegler, who passed the finish line first.

Newcomer to the 'Gang' Mike Ishida grabbed the second moto hole-

shot and motored to the checkered flag, unchallenged. Bleier managed to stay ahead of Suzuki-mounted Mark Webster after a moto-long battle, but the hero-of-the-day was once again Ziegler, who turned the agony of defeat into the thrill of victory after bailing in turn two. Ziegler picked up his Yamaha and rode like a wild-man from last place to fourth and was rewarded with the overall win.

Once again the Expert division was no contest after Scott Freeman displayed his superb riding skills, easily winning both motos ahead of the Yamaha's of Ron Ryer and Greg Humber.

Tim Joines came back from his recent National win to take it up for the Novice class. Honda-mounted Joines held on for the overall victory after holding off hard challenges from Ralph Dickson and Mitch Langjahr.

Amateur action saw Randy Klassen on the mighty ATK take control of the first moto, but hard-charging Carlos Marin began to reel in the leaders after recovering from a poor start. Marin kept up the pressure and was rewarded with a first-moto win, followed by YZ125-mounted Glen Cox, who jammed from last place to second ahead of Klassen and Randy Wessel (Hus). As the gate fell for the second moto, Dan Sanchez grabbed the holeshot, but was quickly passed by Klassen and Wessel. Marin once again started slowly but rode brilliantly, picking off one rider each lap for the eventual win and overall ahead of Klassen and Cox.

Results

EX: 1. Scott Freeman (Hon); 2. Ron Ryer (Yam); 3. Greg Humber (Yam).
AM: 1. Carlos Marin (Hon); 2. Randy Klassen (ATK); 3. Glen Cox (Yam).
INT: 1. Bob Ziegler (Yam); 2. Mike Ishida (Hon); 3. Jack Bleier (Yam).
NOV: 1. Tim Joines (Hon); 2. Ralph Dickson (Yam); 3. Mitch Langjahr (Hon).

Hawkins wins Mississippi enduro

By T. J. MacDermott
CAMP SHELBY, MS, FEB. 2

The Mississippi Hi-Point Enduro riders hosted another Camp Shelby Enduro on the first Sunday in February and, for a change, the weather cooperated. In very heavy fog 345 riders left the starting line. The club did not order the fog and there was some concern, but later at the gas stop it was noted that the first row had no problems zeroing the first four checks.

The event covered approximately 71 miles and the new M1 tank was not far from some of the enduro trails. Husqvarna-mounted Randy Hawkins turned in the best score of the day with a loss of 10 points. David Jordan from Jackson, Mississippi, was second with a loss of 11 and Dwight Rudder placed third with a loss of 11 points.

The first half of the enduro contained three speed changes and most riders had no problems. After the gas stop the riders entered the Little Pines and the fun began. This was an eight-mile, tight section in which Hawkins lost four points. From there, the trail wandered through the Tall Pines and into a new tight section created by the Bell brothers in Shut-eye Swamp. The riders started this section at a restart and were rewarded with a generous reset after the tight section. From that point to the end, the riders rode tank trails and had another reset in order to keep them on time.

Czar of the gas stop didn't win too many friends but we are happy to report there were no explosions.

This was the first enduro of the year for the Southern Enduro Riders Association and everyone seemed to have a good time. Afterwards all riders

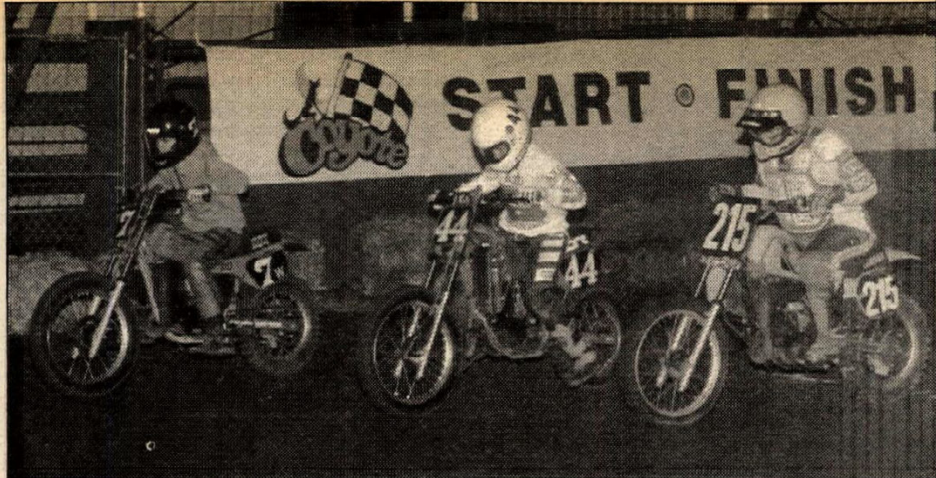


PHOTO BY DERRYL ANDERSON

Mini A 12-15 winner Tom Eddington (7W) drops the clutch on his Kawasaki at the Oakwood Short Track in Roy, Washington.

agreed they had been properly tested, even though the C riders of Special class cut off at 58.6 miles.

Special thanks go to the U.S. Forest Service and Forester Dick Evans, Camp Shelby and the Mississippi National Guard.

Green grabs double Oakwood win

By Derryl Anderson

ROY, WA, FEB. 8

Woodland Honda-mounted Randy Green returned from the Houston National to win the 250 and 500cc Pro A mains tonight at the short track held in Roy, Washington. The track was in excellent shape, but it was only 29°F inside the arena.

In the first heat of the 250cc Pro class, Green came out smokin' to lead Kirk Strong (Hon), Mickey Fay (Bul), Chris Staley (Yam), and Mike Bud-schat (Yam). The order remained the same for three laps, then Budschat moved by Staley, only to have problems which left him in last. Strong began pushing Green until the two were side-by-side. They rode that way in turn three, and up the straightaway. Green pulled ahead a little, but Strong was right there with his front wheel rubbing Green's leg. They were side-by-side again down the backstretch, but Green shut the door and went on to the win. Behind Green in order was Strong, Fay, and 40 yards back was Staley.

In the second 250cc Pro heat race, Mike McClain came off the line in front, but by turn one, Darrel Davis and Tom Newman had joined him. The three were in a tight group, fighting their way around the corner, when out of nowhere came Mark Rooks all the way around the outside to claim the lead. Stringing out behind Rooks was Davis, McClain, Newman and Troy Rose. Davis pressured Rooks, while Newman took control of third and Rose moved into fourth. Davis tried Rooks on the inside, but he was riding such a perfect line there was no room to squeeze by. Davis was forced to go to the outside, but the long way around didn't work either. Taking the checkered flag in order was Rooks aboard the Roger Stanley-Simpson Honda, Davis, Rose, Newman, and McClain.

Green got the holeshot in the 250cc Pro trophy dash, followed by Strong, Rooks and Davis. Rooks got into turn three too hot and slid wide, allowing Davis to move by. Davis went after Strong and passed him also, but there was no catching Green. Green's skills were well-honed as he took control of every race he entered tonight. He rode wire-to-wire to win the trophy dash.

Leading the 250cc Pros off the line

in the A main was again Green, followed by Rooks with another amazing start, then Davis, Fay, Rose, Newman and Staley. Rooks got by Green in the first corner, but Green repaid the favor before they reached turn three. Davis put a beautiful move on Rooks to take second, but Rooks charged into turn three and slid under Davis to regain the second spot. Coming out of turn four, Rooks got out of shape and was unable to save it as he went down. Green was out front with a 30-yard lead as the others played follow-the-leader. With one lap to go, Fay moved by Davis and the finishing order was set. At the flag it was Green, Fay, Davis, Strong, Rose, Newman, and Staley.

In the first heat of the 500cc Pro class, Randy Green continued his domination as he took the holeshot ahead of Davis, Rick Stocks, Tricia Lyons, Robert Frohs and Aaron Waggoner, who had equipment problems and wound up with a DNF. On the first lap Davis moved up right next to Green, but Green was able to pull away. On lap two Davis went under Green to take the lead. With two laps to go, Green slid under Davis on the inside and pushed the youngster super-hard, but Davis refused to give an inch. Green had to back off with only 1½ laps to the finish. Davis rode beautifully and seemed to have the win well in hand, when all of a sudden Green slid under in turn three and pushed Davis. This time Green didn't give up; he just kept the gas on virtually shoving Davis over about five feet and blowing by to take the win in the most exciting heat race seen in our area this year. Following the two in order was Tricia Lyons, who made the trip up from Redland, Oregon, Frohs, sporting new Stewart leathers, and Rick Stocks, on a Honda.

Nationally ranked Mickey Fay looked extremely smooth tonight as he cruised to the win in the second 500cc heat, followed by Schnitzer, Zirbel, Budschat, Barclay and Potter. In the third heat race, it was Gerrard taking the win over Mark Rooks, Kirk Strong (within a wheel), Todd Dabies, and Mike Sullivan.

At the start of the 500cc Pro A main everyone was a little too anxious as riders slowly crept forward until the starter finally stepped out of his box. On the next try, Rooks led about a third of the riders off the line too soon, sending him to the third row. It took several minutes to get everyone behind all three rows for a clean start. First to the corner again was Green, followed by Fay, Davis, Gerrard and the rest of the pack. On lap three, Fay slid under Green when he went a little too wide in turn four. Coming out of turn two, Green came back to repass Fay. On the fifth lap, Gerrard got by Fay to secure second and Rooks went by Schnitzer. A lap later Schnitzer repassed Rooks, and Sullivan got by Zirbel. On the last lap,

DAYTONA BOUND?

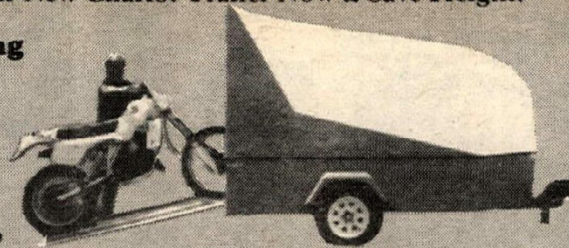
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Gerrard pulled right up on Green's rear wheel looking for an opening. The duo was coming up hard on slower riders and it looked like they would have to back off, but no one behind them was slowing a bit. Unbelievably, the two ran side-by-side right through the middle of the slower riders, just pushing them out a little. At the flag it was Green by a foot, Gerrard, Fay, Davis, and Schnitzer.

Results

WEE PEE WEE: 1. Mitchell Falkner (Yam); 2. Darren Belcourt (Yam).
PEE WEE A: 1. Ryan Anderson (Kaw); 2. Ryan Barclay (Kaw); 3. Jim Falkner (Kaw).
PEE WEE B: 1. Brian Haymore (Yam); 2. Kevin Belcourt (Kaw).
MINI A 7-11: 1. Shane Butchart (Hon).
MINI B 7-11: 1. Troy Donald (Hon).
MINI A 12-15: 1. Tom Eddington (Kaw); 2. J.P. Simonsen (Hon); 3. Ole Madsen (Kaw).
MINI B 12-15: 1. Suzanne Falkner (Yam); 2. Bruce Roundy (Suz).
125 A: 1. Darren Anderson (Yam); 2. Billy Hagmann (Kaw).
125 B: 1. Tom Eddington (Kaw); 2. Mark Turner (Yam); 3. Eddie Gerrish (Kaw).
250 A A-MAIN: 1. Darren Anderson (Yam); 2. Tom Newman (Yam); 3. Mike Rautenberg (Hon).
250 A B-MAIN: 1. Troy Green (Hon).
250 B A-MAIN: 1. Jeff Tagart (Hon); 2. Ted Abernathy (Yam); 3. Leonard Sundholm (Hon).
250 B B-MAIN: 1. Tim Osier (Hon); 2. Dave Headrick (Hon); 3. Garo Silva (Hon).
250 B C-MAIN: 1. Tom Prindiville (Bul); 2. Ron Phillips (Yam).
OPEN A A-MAIN: 1. Matt Holm (Rtx); 2. Steve Pruczinski (Hon); 3. John Whitmore (Hon).
OPEN A B-MAIN: 1. Steve Baldwin (Yam); 2. Troy Green (Hon); 3. Clint Cluzel (Yam).
OPEN B A-MAIN: 1. Jeff Tagart (Hon); 2. Ted Abernathy (Yam); 3. Mike Northup (Mai).
OPEN B B-MAIN: 1. Dave Headrick (Hon); 2. Walt Schoenbach (Hon).
OPEN B C-MAIN: 1. Ron Phillips (Yam).
MASTERS: 1. Jon Simpson (C-A); 2. Steve McCauley (Yam); 3. Tim Osier (Hon).
125 PRO: 1. David Anderson (Hon); 2. Mike Rautenberg (Hon); 3. Matt Holden (Hon).
250 PRO: 1. Randy Green (Hon); 2. Mickey Fay (Bul); 3. Darell Davis (H-D).
OPEN PRO A-MAIN: 1. Randy Green (Hon); 2. Duane Gerrard (C-A); 3. Mickey Fay (Bul).
OPEN PRO B-MAIN: 1. Mike Budschat (Yam); 2. Rance Barclay.

Desert dials in D-17 ice

By Paul Hayes

MARSEILLES, IL, FEB. 9

Tom Desort, riding for Coughlin Cycle Center on a Can-Am, grabbed the holeshot and ran away in the eight-lap 250cc class final in an ice race sponsored by the Ottawa Variety Riders Motorcycle Club and sanctioned by AMA D-17. Prairie Lake Lodge was the site of the event.

In the first 250cc heat race, a three-rider, race-long battle took place. Tony Hinterlong, on a Tom's Repair Service Can-Am, led every lap across the finish line, taking the checkers. Greg Richards made a last-lap pass over Greg Joop. Richards was on a Kawasaki while Joop was Can-Am-mounted.

The second heat was all Desort's as he led all six laps. Honda-mounted Mike Couger and Kawasaki rider Jeff Carner ran in the second and third positions the entire race.

A red flag stopped the first start of the final when a couple of riders went down unharmed. Everybody made the restart with Desort jumping out in front and staying there. Hinterlong ran in the second spot until the last lap, when Joop moved him back a notch. They both finished in that order.

A combined 125/200cc heat was run due to the lack of 200cc class riders. Andy Hinterlong, riding a 175cc Can-Am for Tom's Repair Service, took an easy win over Paul Hayes, who finished a distant second on his trusty old Yamaha. The final was a carbon copy of the heat.

Kevin Beasley (Hon) topped the 125cc heat and final, leading every lap he raced. Another Tom's Repair Service rider, Tony Hinterlong, stayed in second place in both races. He was on a Hodaka. Tom Norris (Can-Am) spent both races in third.

Coughlin Cycle Centers' Jeff Wehrli (Can-Am) led the first Senior class heat off the line. At the halfway flags, he was bumped to the number-two spot by Husky-mounted Lonnie Vardell.

The second Senior heat had three different leaders. Tom's Repair Service rider Ron Bernard led the lap that counted on his Honda. Kawasaki-mounted Bill Richards settled for second.

In the final it was the Can-Am power of Greg Joop that shined. Joop ran a flag-to-flag race for the win. Bernard and Richards were in hot pursuit but came up short, finishing in that order.

The ever-popular Sidecar class showed the spectators where the crazy people were. The Tom's Repair Service-sponsored Triumph-powered team of Charlie Jacobs driving and Nick Chrisman hanging off the side led every lap while on the track. Gary Hermann and Les Hougas, riding a Yamaha rig, ran the heat in second place. In the final they put a pass on Mike Gilkey and Dennis Shumway with two laps to go for second place. Gilkey/Shumway, riding a Yamaha, finished third.

Results

MINI: 1. Greg Joop (Kaw); 2. Jerry Bail (Hon).
125: 1. Kevin Beasley (Hon); 2. Tony Hinterlong (Hon); 3. Tom Norris (C-A).
200: 1. Andy Hinterlong (C-A); 2. Paul Hayes (Yam).
250: 1. Tom Desort (C-A); 2. Greg Joop (C-A); 3. Tony Hinterlong (C-A).
OPEN: 1. Rod Fabrizio (Hon); 2. Dave Shumway (BSA); 3. Tom Jacobs (Hon).
SR: 1. Greg Joop (C-A); 2. Ron Bernard (Hon); 3. Bill Richards (Kaw).
PRO: 1. Charlie Jacobs (Hon); 2. Rod Fabrizio (Hon); 3. Tom Desort (C-A).
SIDE CAR: 1. C. Jacobs/N. Chrisman (Tri); 2. G. Herman/L. Hougas (Yam); 3. M. Gilkey/D. Shumway (Yam).

Mitchell tops Cadiz HS

By Jesse Thomas

CADIZ, KY, JAN. 26

Round seven of the Mid-South Winter Hare Scrambles Series was won by Tony Mitchell after a hard-fought battle with 1985 200cc National Hare Scrambles winner Tony Hendon, who retired after lap three with mechanical problems.

The 131 riders who turned out on Superbowl Sunday were hungry for racing. Weather forecasters had predicted zero-temperatures by evening, and snow fell on and off all day. However, due to the warm temperatures for most of January, trails were in near-perfect condition.

A two-trail course had been laid out for the competitors. The top seven classes rode a six-mile A trail and the two-trail riders' classes rode on a five-mile B course. Each lap the two trails came back together at the scoring barrels, then separated again into the woods. This was done as a test for the upcoming Moonshine National Hare Scrambles.

The 200cc class saw some good racing today, with points leader Kent Stanley again holding off the competition and to take class honors. Team Green MX rider Mike Morris finished in the second spot with Kevin Carr taking third.

Another good race was the 250cc class between Ken Joyce, Marty Rittenberry and Jesse Greer. These riders swapped leads for most of the race, with Joyce leading across the line in lap six. Finishing right behind him in second place was Rittenberry and Geer.

Results

PRO CLASS: 1. Tony Mitchell; 2. Terry Mealer; 3. Kerry Wisdom.
125 CLASS: 1. Pat Hatchliff; 2. John Woods; 3. Barry Braizer.

RESULTS

AMA D-36 1985 Desert Points

250 VET	
Mike Sixberry	3800
Mike Fitzgerald	3730
Wayne Carlton	3290
Tom Holmes	3070
Bill Becker	2170
Tim Clark	2140
John J. Jones	2070
Steve Spragle	1900
Edwin L. Thomas	1800
Lewis Wright	1750
Bill Howell	1720
Ted Overholt	1670
Mike Regan	1570
Ward Landis	1560
Chuck Wahl	1530
Eddie McKenzie	1450
Gary B. Jones	1355
Kenneth H. Hodgdon	1320
Clyon Loonsfoot	1290
Chuck M. Lennox	1260
250	
Kenny Parry	3510
Eric Hallgath	3150
Phil Gorgone	3110
Paul Krause	2550
Curtis W. Crandall	2380
Eddie Ogden	2360
Charlie Morris Jr.	2290
Kenneth R. Hansing	2210
Jodie Partain	2060
Ken Gauthier	1940
Dennis P. Torgerson	1905
Tom Bradshaw	1815
Steve Webb	1810
Laird Schweikart	1780
Michael Sipe	1580
Mike Horne	1530
Gary S. Hall Jr.	1470
Jeff Jackson	1445
David Wasden	1180
Kelly Pate	1180
Matt Alexander	1180

1985 OMRA 1985 Final Point Standings

CROSS COUNTRY DIV	
OPEN EX	
Barrett Brown	540
Ken Maahs	520
Dan Logan	350
Brad Turnidge	285
Bill Dowers	240
250 EX	
Joe McCormick	565
Dan Harte	495
Reed Bright	235
David Morton	190
Mike Howard	175
200 EX	
Daren Burt	590
Ford Tannock	550
Mark Creighton	310
Willis Taylor	160
Steve Branstetter	125
30+ EX	
Rick McUine	440
Gary Gump	320
Dale Demaris	250
Glenn Wiensz	130
Bill Crager	110
40+ EX	
Joe Corder	600
Gordon Graham	540
Phil Norstrom	230
Dave Merklin	210
Don Christie	170
OPEN AM	
Scott Doubravsky	425
Vulcan McClellan	330
Gary Glenn	240
Gerald Klamp	174
Danny Quinn	170
250 AM	
Dave Hebert	540
Marty Clough	505
Steve Eldridge	220
Jerry Morrell	215
Darin May	105
200 AM	
Jeff Carrico	330
Mike Hornberger	190
Rick Aldridge	170
Michael Moore	145
Jim Lacey	130
125 AM	
Scott Aldridge	300
Ken Duncan	295
Marvin LaFramboise	275
Ed Petersen	165
Greg Graham	149
30+ AM	
Terry Pearson	470
Gary Sears	420
Joe Barrell	348
Steven Schneider	295
Bob Mancillas	240
40+ AM	
James McClellan	500
Ross Brinton	485
Gary Rhinevault	330
Dallas Denton	300
Tom Taber	295
50+	
Bob Krch	560
Jack Carlson	525
Richard Lindley	200
Bill Toman	80
Tom Uding	75
40+ EX	
FOUR-STRK	
Ronald Scholz	355
Bill Thomason	285

Keith Rogers	211
Micha Wood	210
Jay Carrico	180
WOMEN	
Sunshine Welty	530
Susan Schuster	585
Joene Lingle	300
Peggy Henry	60
Tracie Trimble	60
I.S.D.E. DIV	
OPEN EX	
Tim Erickson	310
Barrett Brown	305
Dan Logan	295
Terry Bennett	275
Ken Maahs	185
250 EX	
Dan Harte	380
Chuck Steahly	330
David Morton	230
Jerry Stellflug	204
Joe McCormick	200
200 EX	
Daren Burt	355
Ford Tannock	295
Steve Branstetter	290
Keith Cayton	285
Wes Anderson	156
30+ EX	
Tom Lillis	355
Ray Lanham	295
Dale Demaris	270
Glen Wiensz	260
Larry Mang	185
50+	
Bob Krch	410
Jack Carlson	305
Bill Toman	180
Robert Christner	50
Don Taggart Sr.	50
40+ EX	
Joe Spencer	190
Ty Sermon	170
Carl Mendenhall	150
Dewain Beard	130
John Taylor	125
FOUR-STRK	
Marc Hermens	194
John Phillips	140
Ronald Scholz	70
Leroy White	70
Dick Beardsley	70
OPEN AM	
Tom Niemela	345
Wiley Rasmussen	260
Vulcan McClellan	205
John Dunham	165
Clyde Kersting	100
250 AM	
Glen Nielsen	380
Brent Barclay	230
Jerry Morrell	145
P. Van Degrift	95
V. Balkowitsch Jr.	90
200 AM	
Bran Ward	330
Mike Moore	290
Marty McMurtry	215
Kevin Cosgrove	215
Bob Hasch	174
125 AM	
Tyler Brown	140
Chris Clark	115
Doug McLean	70
Greg Graham	60
M. Laframboise	40
30+ AM	
Bill Johnston	200
Matt Herriman	165
Steve Schneider	129
Joe Barrell	98
Dan Hatcher	91
40+ AM	
Jim McClellan	250
J. Rothlisberger	245
Chirs Greene	190
Cliff Bentson	140
Mike Walsh	130
WOMEN	
Sunshine Welty	210
Dee Dee Glasnap	70
Julie Barrell	60
Jann Herrin	50

D-13 MX 1985 Final Standings By Caryl Pigg

125 A	
Mike Callihan	
Snowden Jett	
Joey DeLuxe	
Steve Wilkerson	
Jeb Barrett	
Ricky Price	
Judd Hauck	
Scott Holliman	
Larry Menzel	
250 A	
Mike Harris	
Sonny Mitchell	
Gary Bierlein	
Jimmie Pigg	
Brian Batterson	
Mike Ryan	
Rob Racer	
Jeb Barrett	
Bob Eubanks	
David Perrin	
OPEN A	
Jeff Billmer	
Pete Shinault	
Mike Ryan	
Greg Pieper	
Kenny Jones	
Don Battenfield	
Lance Eubanks	

Bob Eubanks	
Snowden Jett	
Jeff Brown	
PEE WEE	
Mike Martin	
Frankie Hannald	
J.J. White	
Shane Brown	
JR MINI	
Mike Martin	
Frankie Hannald	
Dale Weeks	
SR MINI	
Casey Martin	
Pete Payne	
Rocky Mountjoy	
John Winslow	
Jeff Cook	
Cliff Markham	
Chris Penn	
Lee Mountjoy	
Kevin Walker	
Mike Basnight	
SR	
Sonny Mitchell	
Brian Batterson	
Keythe Hancock	
Mike LoPicollo	
Mike Cargill	
Buddy Holland	
Tommy Shelton	
Dave Elliott	
Tom Doyle	
A.C. Bruce	
SUP SR	
Frank Hannald	
Bob White	
Gary Herto	
Joe Kelly	
Leonard Anderson	
Scotty Schafer	

County Line Raceway Vance, AL Jan. 19, 1986

60	
Jason Grimmitt	Kaw
Damien Brown	Kaw
Mathew Neal	Kaw
60 2-YR & OLDER BIKE	
Scott Allums	Kaw
80 JR	
Jason Cerniglia	Yam
Carl Hooper	Hon
Jeff Elliott	Yam
80 SR	
Joey Hargrove	Kaw
Peanut Ulrich	Kaw
Scott Wilson	Kaw
80 SR 2-YR & OLDER BIKE	
Kevin Cozadd	Hon
125	
Mike Boissel	Kaw
Scott Varden	Yam
Mitch Rector	Kaw
125 2-YR & OLDER BIKE	
Blake Barefield	Yam
250	
Mark Shipe	Kaw
Rod Boykin	Kaw
Vince Ponder	Kaw

County Line Raceway MX Vance, AL Jan. 26, 1986 By Dixie Cash

60	
Scott Allums	Kaw
Kevin Jackson	Kaw
80 SR	
Kevin Cozadd	Hon
125	
Scott Hantz	Hon
Craig Ray	Hon
Mike Boissel	Kaw
Effren Harper	Hon
Clay Harris	Hon
125 2 YRS + OLDER BIKE	
Blake Barefield	Yam
250	
Mark Shipe	Kaw
Gary Linam	Kaw
Eddie Strait	Kaw
ENDURO	
David Elliott	Hon

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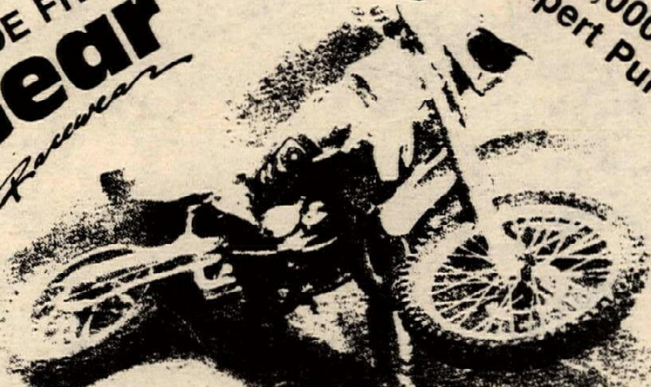
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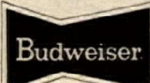
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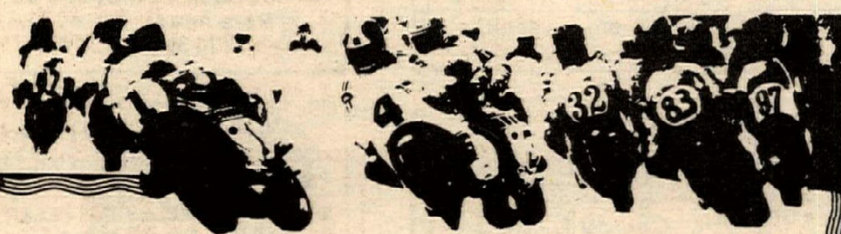
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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoters. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

AMA/Camel Pro Series

3/2-9 RR/Daytona Beach, FL
4/5 TT/Gardena, CA
4/12 Mile/Sacramento, CA
4/26* HM/Phoenix, AZ
5/4 Mile/San Jose, CA
5/10 HM/Gardena, CA
5/16-18 RR/Sonoma, CA
5/25 Mile/Springfield, IL
5/31 HM/Louisville, KY
5/30-6/1 RR/Brainerd, MN
6/6-8 RR/Elkhart Lake, WI
6/13-15 RR/Loudon, NH
6/21 Mile/New Orleans, LA
6/27 TT/Hinsdale, IL
6/20-22 RR/Pocono, PA
6/27 TT/Chicago, IL
6/28 HM/Lima, OH
7/5 HM/Oklahoma City, OK
7/11-13 RR/Monterey, CA
7/19 HM/Parkersburg, WV
7/26* Mile/DuQuoin, IL
8/1-3 RR/Lexington, OH
8/8-10 RR/Braselton, GA
8/15 HM/Hamburg, NY
8/17 TT/Peoria, IL
8/23 Mile/Indianapolis, IN
8/24 Mile/Indianapolis, IN
8/31 Mile/Springfield, IL
9/7 Mile/Syracuse, NY
9/14 Mile/San Jose, CA
9/20 HM/Gardena, CA
9/27 Mile/Sacramento, CA
10/12 RR/Sebring, FL

*Tentative

1986 AMA Supercross Schedule

3/8 Daytona, FL
3/15* Phoenix, AZ
4/12-13 Pontiac, MI
4/19* Orlando, FL
4/26 Dallas, TX
6/7 Los Angeles, CA
10/25* New York, NY
10/TBA Oakland, CA
11/TBA Los Angeles, CA

*Tentative

AMA National Motocross Series

3/2 Gainesville, FL
4/6 Sacramento, CA
5/4 Boise, ID
5/18 Southwick, MA
5/25 Mt. Morris, PA
6/1 Denver, CO
7/6 Buchanan, MI
7/13 Axton, VA
8/3 Binghamton, NY
8/10 Millville, MN
8/24 Washougal, WA

AMA National Championship Enduro Series

3/16 Greensboro, GA
4/27 Twain Harte, CA
5/4 Chatsworth, NJ
5/11 Athens, OH
5/25 Saline, LA
8/3 Speedville, NY
8/17 Moorstown, MI
9/21 New Waverly, TX
9/28 Winterset, IA
10/19 Oklahoma City, OK
10/26 Bear, DE
11/2 Red Mountain, CA

AMA National Championship Hare Scrambles Series

3/2 Gainesville, FL
3/23 Hurricane Mills, TN
4/6 Cadiz, KY
4/20 Redding, CA
6/1 Wapwallopen, PA
6/8 Bellvue, ID
7/20 Sanford, NC
8/31 Millville, MN
10/5 Lynnvale, IN
10/12 Bruceton Mills, WV

AMA/NATC National Championship Observed Trials Series

5/24 Pueblo, CO
5/26 Casper, WY

5/31 Mt. Vernon, WA
7/5 Thielman, MN
7/6 Hixton, WI
8/23 Wrentham, MA
8/24 Escoheag, RI
8/30 Middletown, PA
8/31 Cayuta, NY

AMA Reliability Trials/ISDE Qualifier Series

4/12-13 Skiatook, OK
5/17-18 Rose City, MI
6/21-22 Yamhill, OR
6/28-29 Capitol Forest, WA
7/5-6 Chattanooga, TN

World Championship Road Race Series

5/4 Madrid, Spain
5/18 Milan, Italy
5/25 Eifel, Germany
6/8 Salzburg, Austria
6/15 Rijeka, Yugoslavia
6/29 Assen, Holland
7/6 Spa, Belgium
7/20 Le Castellet, France
8/3 Silverstone, England
8/10 Andersdorp, Sweden
8/24 Misano, Italy
9/28 Hockenheim, Germany

World Championship Endurance Road Race Series

4/13 Le Mans, France
5/11 Estoril, Portugal
6/8 Bologna, Italy
6/22 Zeltweg, Austria
7/27 Suzuka City, Japan
8/17 Spa, Belgium
8/31 Hockenheim, Germany
9/28 Jerez, Spain

World Championship Formula One/Two Road Race Series

4/6 Firenze, Italy
5/4 Hockenheim, Germany
5/31 Isle of Man
6/2 Isle of Man
6/29 Assen, Holland
7/13 Barcelona, Spain
7/20 Villa Real, Portugal
8/3 Imatra, Finland
8/17 Dundrod, Ireland
9/28 Hockenheim, Germany

World Championship MX Series

125cc

4/6 France
4/13 Holland
4/20 Italy
5/4 Belgium
6/1 Spain
6/15 Czechoslovakia
6/28 Ireland
7/27 Sweden
8/3 Germany
8/10 Finland
8/24 Argentina
8/31 Brazil

250cc

3/9 Holland
4/13 Austria
5/4 France
5/11 Italy
5/25 Czechoslovakia
6/1 Yugoslavia
6/8 England
6/15 Belgium
6/29 Switzerland
7/6 Germany
7/20 NEW BERLIN, NY
8/24 Sweden

500cc

4/6 Switzerland
4/20 Austria
4/27 Holland
5/4 Sweden
5/11 Finland
6/8 Germany
6/22 Canada
6/29 CARLSBAD, CA
7/6 France

7/13 England
8/3 Belgium
8/10 Luxembourg

World Championship Observed Trials Series

3/9 Belgium
3/16 England
3/22 Ireland
4/13 Spain
4/27 France
6/1 MT. VERNON, WA
6/8 Canada
6/29 Germany
7/6 Austria
7/13 Italy
8/17 Sweden
8/24 Finland

World Speedway Championships

6/15 Pairs
8/30 Hocking, Germany
8/30 Individual
9/14 Katowice, Poland
9/14 Long Track
Pfarrkirchen, Germany

AMA/AATVA National C'ship Hare and Hound Series

3/16 Las Vegas, NV
4/6 El Centro, CA
5/25 Delta, UT
10/19 Reno, NV
11/2 Caldwell, ID
12/7 Rocky Point, AZ

SE&TRA Championship Enduro Series

3/2 Columbia, SC
3/9 Palatka, FL
3/16 Athens, GA
3/30 Valdosta, GA
4/13 Greenville, SC
4/27 Lenoir, NC
5/4 Bristol, VA
5/18 Abbeville, SC

SE&TRA Championship Hare Scrambles Series

4/6 Sumter, SC
4/20 Spartanburg, SC
5/11 Hudson, NC
5/25 Athens, GA

SCORE Int'l Off-Road Series

4/4-6 Great Mojave 250
6/6-8 Lucerne Valley, CA
8/15-17 Baja International
Ensenada, Mexico
11/6-9 Off-Road C'ships
Riverside, CA
Ensenada, Mexico

Suzuki GSXR National Cup and Honda 500cc Interceptor RR Series

3/15-16 WERA Savannah, GA
3/22-23 AFM Rosamond, CA
3/29-30 WERA College St., TX
3/30 AFM Sonoma, CA
4/12-13 WERA Summit Point, WV
4/20 AFM Sonoma, CA
4/19-20 OMRRA Portland, OR
4/26-27 AFM Rosamond, CA
4/27 WERA Rockingham, NC
5/3-4 WERA Grattan, MI
5/4 MRA Pueblo, CO
5/4 AFM Sonoma, CA
5/10-11 AAMRR Loudon, NH
5/17-18 WERA Rockingham, NC
5/17-18 AAMRR Pocono, PA
5/18 MRA Denver, CO
5/24-25 AFM Rosamond, CA
5/24-25 OMRRA Portland, OR
5/31-6/1 WERA College St., TX
6/7-8 AAMRR Loudon, NH
6/7-8 WERA Grattan, MI

6/8 MRA Denver, CO
6/14-15 WERA Nelson Ledges, OH
6/15 AFM Sonoma, CA
6/22 MRA Aspen, CO
6/22 OMRRA Portland, OR
6/28-29 WERA Summit Pt., WV
6/28-29 AFM Rosamond, CA
7/5-6 AAMRR Loudon, NH
7/6 MRA Denver, CO
7/19-20 AFM Rosamond, CA
7/19-20 WERA Savannah, GA
7/26-27 WERA Grattan, MI
7/26-27 WERA Oak Hill, TX
7/27 AFM Sonoma, CA
8/1-3 OMRRA Portland, OR
8/2-3 AAMRR Pocono, PA
8/2-3 WERA Rockingham, NC
8/3 MRA Denver, CO
8/9-10 AAMRR Loudon, NH
8/9-10 WERA Talladega, AL
8/17 AFM Sonoma, CA
8/23-24 AFM Rosamond, CA
8/23-24 WERA College St., TX
8/30-31 WERA Blackhawk Farms, IL
9/6-7 MRA Steamboat Sprgs., CO
9/TBA AAMRR Pocono, PA
9/14 MRA Portland, OR
9/14 AFM Sonoma, CA
9/20-21 AFM Rosamond, CA
9/27-28 WERA Indianapolis, IN
9/28 MRA Denver, CO
10/4-5 WERA Nelson Ledges, OH
10/4-5 WERA Rockingham, NC
10/5 OMRRA Portland, OR
10/5 AFM Sonoma, CA
10/12-13 WERA Grattan, MI
10/25-26 WERA Oak Hill, TX

*GSXR only

WERA National Endurance RR Series

4/12 6hr/Indianapolis, IN
4/26 6hr/Rockingham, NC
5/10 6hr/Faulkville, GA
5/17 6hr/St. Louis, IL
6/21 6hr/Talladega, AL
7/5 6hr/Grattan, MI
7/12 6hr/Loudon, NH
8/9-10 24hr/Nelson Ledges, OH
9/13 24hr/Rosamond, CA
9/13 6hr/Savannah, GA
9/20 6hr/Pueblo, CO
10/4 8hr/College Station, TX
10/11 6hr/Pocono, PA
11/1 6hr/Savannah, GA
11/15 8hr/Talladega, AL

WERA National Sprint RR Series

3/23 Talladega, AL
6/8 Grattan, MI
7/20 Savannah, GA
5/4 Pocono, PA
5/18 Rockingham, NC
5/18 Nelson Ledges, OH
6/1 College Station, TX
8/10 St. Louis, IL
8/24 College Station, TX
8/31 Nelson Ledges, OH
9/7 Grattan, MI
9/28 Talladega, AL
10/19 Summit Pt., WV

AMA/ Dragbike! National Championship Series

3/1-2 Miami, FL
3/6 (HD)Orlando, FL
3/7 Orlando, FL
3/22-23 Commerce, GA
4/12-13 Eunice, LA
4/19-20 TBA
5/3-4 St. Louis, MO
5/17-18 Palmdale, CA
5/24-25 Lubbock, TX
5/25 Xenia, OH
5/26 TBA
5/31-6/1 Louisville, KY
6/7-8 Syracuse, NY
6/20-21 Pocono, PA
6/28-29 Cedar Falls, IA
7/5-6 Columbus, OH
7/19-20 Spokane, WA
7/26-27 Colchester, CT
8/2-3 Cordova, IL
8/9-10 Carlsbad, CA
8/16-17 Spokane, WA
8/23-24 Fremont, CA
8/30-31 Rising Sun, MD
9/7 Martin, MI
9/13-14 Kansas City, MO
9/20-21 Bristol, TN
9/27-28 Bradenton, FL
10/4-5 Rockingham, NC
10/18-19 Palmdale, CA
10/25-26 W. Palm Beach, FL
11/1-2 Phoenix, AZ
11/15-16 Gainesville, FL

SERA Championship Enduro Series

3/2 Enon, LA
3/23 Enon, LA
4/20 Crystal Springs, MS
5/4 Meridian, MS
5/25 Saline, LA
6/8 Wiggins, MS
6/22 Acadiana, MS
7/27 Tusculumbia, MS
8/10 Goodman, AL
10/12 Maylene, AL
11/2 Maplesville, AL

IDBA National Championship Drag Racing Series

4/26-27 Greensboro, NC
6/14-15 Cincinnati, OH
8/11-12 Union Grove, WI
10/11-12 Birmingham, AL
5/17-18 Warner Robins, GA
7/19-20 Norwalk, OH
9/20-21 Atco, NJ
11/8-9 Baton Rouge, LA

MRAN Desert Series Nevada

3/2 Las Vegas, NV
3/16 Las Vegas, NV
4/6 Las Vegas, NV
4/20 Las Vegas, NV
5/3-4 Las Vegas, NV
6/22 Las Vegas, NV
7/6 Las Vegas, NV
8/10 Las Vegas, NV
9/21 Las Vegas, NV
10/26 Las Vegas, NV
11-16 Las Vegas, NV
12-7 Las Vegas, NV

AFM RR Series California (Rosamond events include Toyota/Budweiser Formula USA and Kerker Superbike Series)

3/1-2 Sonoma, CA
3/22-23 Rosamond, CA
3/29-30 Sonoma, CA
4/19-20 Sonoma, CA
4/26-27 Rosamond, CA
5/4 Sonoma, CA
5/24-25 Rosamond, CA
6/8 Sonoma, CA
6/28-29 Rosamond, CA
7/5-6 Sonoma, CA
7/19-20 Rosamond, CA
7/27 Sonoma, CA
8/16-17 Sonoma, CA
8/23-24 Rosamond, CA
9/14 Sonoma, CA
9/20-21 Rosamond, CA
10/12 Sonoma, CA
10/25-26* Sonoma, CA
10/25-26 Rosamond, CA
11/22-23* Rosamond, CA
*Endurance

ARRA RR Series California

3/1-2 Rosamond, CA
4/5-6 Rosamond, CA
5/3-4 Rosamond, CA
5/31-6/1 Rosamond, CA
7/5-6 Rosamond, CA
8/2-3 Rosamond, CA
9/6-7 Rosamond, CA
10/4-5 Rosamond, CA
11/1-2 Rosamond, CA
12/6-7 Rosamond, CA
12/20-21 Riverside, CA

AMA/CCS U.S. Endurance RR Series (tentative)

4/5 500m St. Louis, IL
5/3 500m Elkhart Lake, WI
5/17 500k Sonoma, CA
5/31 500k Brainerd, MN
6/14 500k Loudon, NH
7/3 250m Daytona Beach, FL
8/2 500k Lexington, OH
8/9 500k Faulkville, GA
8/23 500m Summit Pt., WV
9/6 500m Charlotte, NC
9/27 500k Denver, CO
10/11 500k Sebring, FL
10/17 500m Daytona Beach, FL

AMA/CCS National RR Sprint Series (tentative)

3/2 Daytona Beach, FL
3/29-30 Faulkville, GA
4/19-20 Savannah, GA
5/10-11 Summit Pt., WV
5/24-25 Savannah, GA
6/20-21 Blackhawk Farms, IL
6/28-29 Faulkville, GA
7/19-20 Blackhawk Farms, IL
7/26-27 Summit Pt., WV
8/2-3 Blackhawk Farms, IL
8/9-10 Lexington, OH
8/16-17 Sebring, FL
8/23-24 Blackhawk Farms, IL
8/30-31 Savannah, GA
9/20-21 Summit Pt., WV
9/27-28 St. Louis, IL
10/18-19 Daytona Beach, FL

Canadian National Supercross Series

5/13 Calgary, Alberta
5/17 Vancouver, BC
5/23 Montreal, Quebec
5/24 Montreal, Quebec
6/7 Toronto, Ontario

AAMRR Florida RR Series

4/6 West Palm Bch, FL
5/26 West Palm Bch, FL

7/20 West Palm Bch, FL
8/24 West Palm Bch, FL
9/28 West Palm Bch, FL
11/30 West Palm Bch, FL

AAMRR Road Race Series

5/10-11 Loudon, NH
5/17-18 Pocono, PA
6/7-8 Loudon, NH
7/5-6 Loudon, NH
8/2-3 Pocono, PA
8/9-10 Loudon, NH
8/30-9/1 Loudon, NH
9/20-21 Pocono, PA
9/27-28 Loudon, NH
10/18-19 Pocono, PA

AMA/D-26 Tri-State MX Series

3/22 Ogden, UT
5/3 Rock Springs, WY
5/24 Las Vegas, NV

CMC/Skoal Golden State MX Series

3/1-2 Gorman, CA
3/9 Huron, CA

CMC Pac-West MX Series

6/22 Redding, CA
7/13 Roseburg, OR
8/3 Seattle, WA
8/17 Zion, UT

FEBRUARY						
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MARCH						
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16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

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February 26

CALIFORNIA CLUB MEETING
Oakland M/C Clubhouse, 742 45th Ave., Oakland. Info 415/537-5392 or 835-8521.

February 27

OREGON MOTOCROSS
• Portland Int. Raceway, Portland. Info 503/285-6635.

WASHINGTON SHORT TRACK
• Clark County Fairgrounds, Ridgefield. Info 503/283-3773.

February 28

FLORIDA AMA 1/2 MILE DIRT TRACK
• Jacksonville Speedway, Jacksonville. Info 904/249-0266 or 387-5708.

TEXAS MOTOCROSS
• Rio Bravo MX Park, Houston. Info 713/458-0090.

February 28 - March 1

TEXAS MOTOCROSS
Will Rogers Coliseum, Ft. Worth. Info 817/284-1766.

March 1

CALIFORNIA SMX MOTOCROSS
• Perris Raceway, Perris. Info 714/831-3482 or 643-1722.

CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info 619/727-1171.

CALIFORNIA SHORT TRACK
Monterey County Fairgrounds, Monterey. R & D Ent. Info 408/449-7367.

Monday, March 31, 10:00pm
Wednesday, April 2, 4:00am
Friday, April 4, 1:30am
Times Shown Are Eastern & Pacific
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North Alabama Outlaw Motocross Championship
Round #2 — March 9
Rocket City MX — Huntsville, AL
Gates Open 9:00 am • Practice 11:00 am
Race 12 Noon
Midway between Athens & Huntsville, AL at Jct. U.S. 72 & C.R. 127 behind Midway Auction
Information: 205/772-3075, 205/772-3108 or 205/355-7840

CRC RACE SCHEDULE
ATV Classes At All Events

Mar. 2 — MOTOCROSS
Perris Raceway

Mar. 16 — MOTOCROSS
Glen Helen Cycle Park
Malcolm Smith \$2000

Mar. 9 — MOTOCROSS
L.A. County Raceway

Mar. 23 — MAGIC MTN. G.P.
Sunrise Cycle Park

(213) 830-7519

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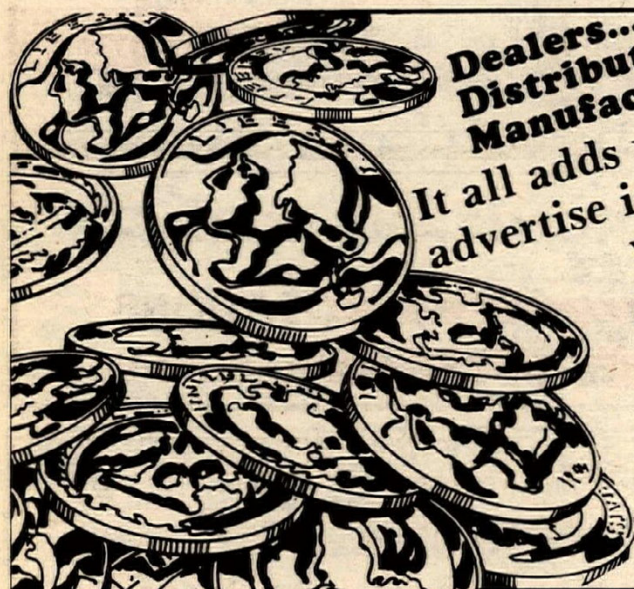
LET'S TALK DURING BIKE WEEK IN DAYTONA

Harley-Davidson now has dealership opportunities available in select market areas throughout the country. Minimum working capital beginning at \$40,000 is necessary for a new business.

If you're interested in learning about these dealership opportunities, we'd like to meet with you informally to talk about our sales and profit projections, company programs, etc., and answer your questions. We know you'll find Harley-Davidson extremely supportive of its dealership network.

Find out more about this challenging and rewarding business venture by meeting with our Dealer Placement Representative who will be available Wednesday, March 5th, from 12 Noon to 8:00 p.m.; Thursday and Friday, March 6th and 7th, from 10:00 a.m. to 7:00 p.m., and Saturday, March 8th from 10:00 a.m. to 5:00 p.m., at the Holiday Inn Surfside, 2700 North Atlantic Avenue, Daytona Beach, Florida. Look for our sign in the hotel lobby.

If you are unable to meet with our representative, please contact: Dealer Placement Department, Harley-Davidson Motor Co., Inc., P.O. Box 653, Milwaukee, Wisconsin 53201. Telephone: (414) 342-4680.



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AMA District 37 Calendar Southern California

For Competition Cards & Schedule Call:
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Mar. 1/2	Viewfinders M.C. (213) 256-8578, Riverside Intl. Raceway	G.P.
Mar. 2	Chaparrals M.C. (916) 767-5194, 5 Mi. W. on Templin Hwy.	Enduro
Mar. 9	Bill Adams (714) 528-3007, Teagle Wash, Red. Mtn. H.B.M.C.	H&H
Mar. 9	Bill Howell (714) 968-8856, Means Dry Lake Johnson Valley	H&H
Mar. 9	I.G.E. Cup VOTE (818) 767-5194, 5 Mi. W. on Templin Hwy.	Observed Trials
Mar. 23	North of Lake Castaic Invaders M.C. (616) 244-7368, Soggy Dry Lake	H&H
Apr. 6	Al Guzman, (616) 244-7368, Soggy Dry Lake Prospectors M.C. (714) 633-8679, Jaw Bone-at Tokiwas 17 Mi. No. Mojave	Enduro

DISTRICT 37 ROAD RACING
OFFICE: (818) 249-2141

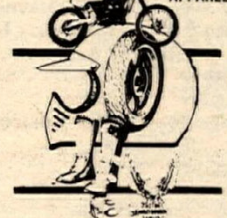
Mar. 2	Accessories Unlimited Boyce & Phyllis Williams (805) 255-6522
Mar. 8/9	U.S. M/C Tours 5th Annual San Felipe Baja Calif. — Hutchins (619) 365-1650
Mar. 9	San Diego County Intrepids G. Fankler (619) 748-7538
Mar. 16	Shamrock Road Riders R. Hubbard (213) 849-1104
Mar. 23	TRAC "M" B. Kennevan (714) 886-3907

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INTER-SHOWS

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FRIDAY, MARCH 7
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CALIFORNIA ARRA PRACTICE
Willow Springs Raceway, Rosamond.
Info 805/966-5700.

February 28 - March 2

MASSACHUSETTS M/C & ATV SHOW
Bayside Exposition Center, Boston.
HBJ. Info 714/250-8060.

NEW YORK MOTORCYCLE & ATV SHOW
Nassau Coliseum, Long Island. Info 714/675-0132.

TEXAS WORLD OF WHEELS
Killeen-Temple Exhibition Halls. Info 512/834-8459.

March 1-2

CALIFORNIA CAR AND M/C SHOW
Antelope Valley Fairgrounds, Antelope Valley. R.G. Canning. Info 213/588-1934 or 714/618-4236.

CALIFORNIA CMC MOTOCROSS
● Quail Canyon, Gorman. 6th round of Golden State Series. Info 714/261-6116.

CALIFORNIA GRAN PRIX
Riverside International Raceway, Riverside. Viewfinders M/C. Info 213/256-8578.

FLORIDA MOTOCROSS
Gatorback, Gainesville. National C'ship of MX. Info 813/822-8929 or 304/594-1054.

TEXAS MOTOCROSS SCHOOL
Good Times Park, San Antonio. Donnie Hansen MX School. Info 512/674-5480.

March 2

ALABAMA MOTOCROSS
Bessemer. County Line MX. Info 205/477-5389 or 477-6848.

ALABAMA MOTOCROSS
Jasper, on Hwy 78. NOACS. Info 205/483-7743 or 221-6060.

ARIZONA DESERT RACE
● Salome, west of Phoenix. ADRA. Info 602/252-1900.

CALIFORNIA AFM ROAD RACE
Sears Point Raceway, Sonoma. Info 213/864-0704.

CALIFORNIA ARRA ROAD RACE
Willow Springs Raceway, Rosamond. Info 805/966-5700.

CALIFORNIA ROAD RIDE
AMA/D-37. Info 805/255-6522.

CALIFORNIA MMA SWAP MEET
Cow Palace, San Francisco. Info 916/442-4727.

CALIFORNIA CRC MOTOCROSS
Perris Raceway, Perris. Info 213/830-7519.

CALIFORNIA ENDURO
Red Mtn. Chaparrals M/C. Info 714/998-5836 or 528-3007.

CALIFORNIA SMX MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/831-3482 or 643-1722.

CALIFORNIA CMMC MINI MX
Barona Oaks Raceway, Ramona. Info 619/565-2406.

CALIFORNIA CMC MOTOCROSS
Argyll Park. 11 miles south of Dixon. Info 916/678-3592.

CALIFORNIA ITALIAN RIDE
Ducati America Italian M/C Ride. Begin in Westminster. Info 714/898-1211.

CALIFORNIA ATA OBSERVED TRIAL
Perris Raceway, Perris. SCTA. Info 213/316-4711 or 818/287-8507.

CALIFORNIA CMC MOTOCROSS
Tulare. 3 miles west of Hwy 99. Info 209/686-4040 or 686-4520.

CALIFORNIA CMC MOTOCROSS
● Metcalf M/C Park, San Jose. North American MX Racing Ent. Chris Haaland. Info 408/224-6015.

COLORADO TRIALS
Christmas Ranch, Beulah. RMTA. Info 303/475-2018.

FLORIDA MOTOCROSS
Bunnell. FL Sportsmen MX. Info 904/439-2100.

FLORIDA SCRAMBLES
Gatorback Cycle Park, Gainesville. Info 813/822-8929.

GEORGIA MOTOCROSS
● High Falls. Thunder Creek MX. Info 912/994-6630.

ILLINOIS ICE RACE
Loon Lake, Antioch. Info 312/455-5812.

INDIANA MOTOCROSS
Lynnville, off I-64. Red Fox TNT. Info 812/464-8455.

LOUISIANA ENDURO
Enon. Louisiana Trail Riders. Info 504/748-8693 or 748-8569.

MARYLAND HARE SCRAMBLES
Budds Creek. Potomac MX. Info 301/475-2000.

MARYLAND MOTOCROSS
Budds Creek. Potomac MX. Info 301/475-2000.

MINNESOTA ICE RACE
Ridgewood Resort, Elk Lake. Info 612/389-1425.

MISSOURI HARE SCRAMBLES
Nasty Creek, off I-44. Info 314/239-5575.

NEVADA CLUB MEETING
Las Vegas. Las Vegas Retreads. Info 602/979-2692.

NEVADA CLUB MEETING
Las Vegas. Goldwings. Info 602/979-2692.

NEVADA FIELD MEET & POKER RUN
Info 702/452-7541.

NEVADA MOTOCROSS
● Las Vegas MX Park, Las Vegas. Las Vegas MX Club. Info 702/878-8977.

NEVADA AMA/D-36 MOTOCROSS
● Fernley Lions Club Track, Fernley. Over The Hill Gang. Info 702/358-4388.

NEW YORK MUD & SNOW SCRAMBLES
Belden Hill, Binghamton. Square Deal Riders. Info 607/723-2387.

NORTH CAROLINA MOTOCROSS
● Asheboro MX Raceway, Asheboro. D-29. Info 919/629-1489 or 857-2196.

OHIO HARE SCRAMBLES
Gran Prix Raceway, Canal Fulton. Info 216/682-9231 or 239-1598.

SOUTH CAROLINA AMA ENDURO
Pelion. SETRA. Info 803/788-7888.

TENNESSEE MOTOCROSS
Jax MX Park, Atwood. Info 901/662-7123 or 686-0558.

TENNESSEE PRO AM MOTOCROSS
● Muddy Creek MX, Kingsport. Info 615/323-8128.

TEXAS MOTOCROSS
● Mosier Valley MX Park, midway between Dallas and Ft. Worth. Info 817/540-3813.

TEXAS MOTOCROSS
Austin Motorsports Raceway, Austin. Info 512/443-7627, 327-5254.

WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/557-5701 or 665-6707.

WEST VIRGINIA MOTOCROSS
Ashton MX. Info 304/576-2386.

March 3

FLORIDA AMATEUR SUPERCROSS
Daytona Speedway, Daytona Beach. Info 813/822-8929.

March 5

CALIFORNIA CMC MOTOCROSS
● Baylands Raceway Park, Fremont. Info 415/651-2545.

CALIFORNIA CLUB MEETING
Oakland M/C Clubhouse, 742 45th Ave., Oakland. Info 415/537-5392 or 835-8521.

March 6

OREGON MOTOCROSS
● Portland Int. Raceway, Portland. Info 503/285-6635.

WASHINGTON SHORT TRACK
● Clark County Fairgrounds, Ridgefield, WA. Info 503/283-3773.

March 7

CALIFORNIA M/C SWAPMEET
Orange County Fairgrounds, Costa Mesa. Info 714/364-2542.

CALIFORNIA SPRING CLASSIC
Orange County Fairgrounds, Costa Mesa. Speedway Spring Classic Series. Info 714/492-9933.

TEXAS MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

March 6-8

FLORIDA MOTORCYCLE/ATV SHOW
Ocean Center, Daytona. Info 714/250-8060.

March 8

ALABAMA MOTOCROSS
8 miles north of Lafayette. Penton MX. Info 205/864-9448 or 864-9641.

CALIFORNIA CRC KIDURO
Red Mtn. Hwy 395 to Tronoa Rd. Info 714/689-6114.

CALIFORNIA SHORT TRACK
Monterey County Fairgrounds, Monterey. R & D Ent. Info 408/449-7367.

CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris, CA. Info 714/831-3482 or 643-1722.

CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Info 619/727-1171.

FLORIDA VINTAGE CONCOURS
Daytona Beach. Info 904/378-3715.

FLORIDA SUPERCROSS
Daytona. Info 818/787-3497 or 714/240-8334.

IDAHO FLAT TRACK
Caldwell. Owyhee M/C Club. Info 208/336-9929.

OKLAHOMA SHORT TRACK
Oklahoma City Fairgrounds, Oklahoma City. Info 918/836-7376 or 749-4758.

WASHINGTON MOTOCROSS
Woodland MX Park, Woodland. Info 503/667-5701 or 665-6707.

March 6-9

FLORIDA MOTORCYCLE SWAPMEET
Volusia County Fairgrounds, Daytona. Info 301/779-3235.

March 7-9

TEXAS AUTO/M/C SHOW
Sherman-Denison. Info 214/422-4236.

March 8-9

CALIFORNIA MOTOCROSS
Tulare Raceway, Tulare. Shriners benefit race. Moved from Huron. Over The Hill Gang. Info 714/586-3994 or 929-2481.

CALIFORNIA ROAD RIDE
AMA/D-37. Info 619/365-1650.

WASHINGTON AMA MOTOCROSS
● Seattle International Raceway, Kent. Info 206/631-1550.

March 9

ALABAMA MOTOCROSS
Bessemer, AL. County Line MX. Info 205/477-5389 or 477-6848.

ALABAMA MOTOCROSS
Rocket City MX, Huntsville. North Alabama MX Assn. Info 205/734-0541.

ARIZONA MOTOCROSS
Sara Park Raceway, 2 miles south of Lake Havasu City, Havasu Racing Assoc. Info 602/855-1411.

CALIFORNIA FLAT TRACK
Spinners Airport Raceway, Porterville. Info 209/784-6301.

CALIFORNIA SPEEDWAY
● San Bernardino. 2nd round of Spring Classic series. Info 714/492-9933.

CALIFORNIA CRC MOTOCROSS
L.A. County Raceway, Palmdale. Info 213/830-7519.

CALIFORNIA ROAD RIDE
AMA/D-37. Info 619/748-7538.

CALIFORNIA D-37 HARE N HOUND
Means Dry Lake, Lucerne Valley. Hunt. Beh. M/C. Info 714/968-8856 or 637-4468.

CALIFORNIA AMA OBSERVED TRIAL
Templin Hwy., 10 miles north of Magic Mtn. VOTE, D-37, Ice Club. Info 818/767-5194.

CALIFORNIA MMA SWAPMEET
Watsonville. Info 916/442-4727.

CALIFORNIA ENDURO
Frank Raines OHV Park, Patterson. Stanislaus Trail Bike Assn. Info 209/723-7462.

CALIFORNIA SUPERCROSS
Kern County Fairgrounds, Bakersfield. R & L Ent. Info 805/834-0284.

CALIFORNIA CRC ENDURO
Red Mtn., Hwy 395 to Tronoa Rd. Info 714/689-6114.

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead.

CA. DeAnza Cycle Club. Info 714/242-5840 or 653-6110.

CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris, CA. Info 714/831-3482 or 643-1722.

CALIFORNIA CMC MOTOCROSS
Huron Cycle Park, Huron. Final double-points round of Golden State Series. Info 714/261-6116

CALIFORNIA CMC MX
● Carlsbad Raceway, Carlsbad, CA. Info 714/261-6116.

CALIFORNIA CMC MOTOCROSS
● Sunrise Valley Cycle Park, Adelanto, CA. Info 619/245-7339.

CALIFORNIA MOTOCROSS
"E" Street Bridge Track, Marysville. Info 916/695-2727 or 695-2088.

CALIFORNIA DESERT RACE
Info 619/427-5759.

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead. DeAnza Cycle Club. Info 714/242-5840, 242-7979 or 653-6110.

CALIFORNIA AMA POKER RUN
Oakland M/C Club. Info 415/534-6222.

COLORADO TRIALS
Left Hand Canyon, Ward. Info 303/475-2018.

FLORIDA SETRA/FTR ENDURO
Ocala National Forest, Ocala. Info 904/698-2887 or 487-9863.

FLORIDA FMC MOTOCROSS
● Ocala. Info 904/591-3265.

FLORIDA CAMEL PRO ROAD RACE
Daytona 200. Daytona Beach. AMA Info 614/891-2425

GEORGIA MOTOCROSS
Calhoun. Calhoun MX. Info 404/629-7511.

GEORGIA MOTOCROSS
Macon. Echawonee MX. Info 912/788-8227 or 956-5420.

IDAHO AMA DESERT RACE
8 miles south of Murphy, ID. SIDRA Desert Raiders. Info 208/337-4192.

ILLINOIS ICE RACE
Loon Lake, Antioch. Info 312/455-5812.

KANSAS MOTOCROSS
Prairie Pups MX Race Track, Hutchinson. Budweiser C'ship MX Series. Info 316/663-4066.

KENTUCKY MOTOCROSS
Pendleton County MX Park, Demosville. Info 606/472-3442.

KENTUCKY AMA MOTOCROSS
● Hawk Hill Raceway, Brandenburg. Info 502/497-4354 or 756-6185.

MARYLAND HARE SCRAMBLES
Budds Creek. Potomac MX. 3-hour. Info 301/475-2000.

MARYLAND MOTOCROSS
Budds Creek. Potomac MX. Info 301/475-2000.

MINNESOTA DTRA ICE RACE
Twin Lakes, Centerville. Info 612/593-1283.

NEVADA MOTOCROSS
● Las Vegas MX Park. Las Vegas MX Club. Info 702/878-8977.

NEW YORK AMA MOTOCROSS
Westhampton Drag Strip, Westhampton. Long Island Sports Committee. Info 516/928-0641.

NORTH CAROLINA AMA MOTOCROSS
Devils Ridge MX, Sanford. Info 919/776-2412.

OHIO HARE SCRAMBLES
Salem. CRA. Salem M/C. Info 216/427-6645.

OKLAHOMA MOTOCROSS
Allen Ranch, Bixby, OK. Info 918/428-1237.

TENNESSEE PRO AM MOTOCROSS
Smoky Mountain MX, Pigeon Forge. Info 615/453-4622 or 453-8203.

TEXAS MOTOCROSS
Rio Vista, TX. Info 817/373-2753.

TEXAS MOTOCROSS
Beaumont ATV Raceway, Beaumont. Info 409/842-5156.

TEXAS MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS MOTOCROSS
● Burleson MX Park, south of Ft. Worth, TX. Info 817/295-8908 or 295-1760.

TEXAS MOTOCROSS
● Swan Motocross Raceway, Tyler, TX. Info 214/822-4215.

March 12

CALIFORNIA CLUB MEETING
Oakland M/C Clubhouse, 742 45th

Ave., Oakland, CA. Info 415/537-5392 or 835-8521.

March 13

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, OR. Info 503/285-6635.

WASHINGTON SHORT TRACK
● Clark County Fairgrounds, Ridgefield, WA. Info 503/283-3773.

March 14

OREGON MOTOCROSS
Jackson County Expo, Central Point. Info 503/479-7574.

TEXAS MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

March 15

ARIZONA AMA SUPERCROSS
● Phoenix/Tempe Sundevil Stadium, Phoenix (tentative). Info 818/787-3497 or 714/240-8334.

CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris, CA. Info 714/831-3482 or 643-1722.

CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Info 619/727-1171.

CALIFORNIA SPEEDWAY
Long Beach. 3rd round of Spring Classic. Info 714/492-9933.

CALIFORNIA SHORT TRACK
Monterey County Fairgrounds, Monterey. AMA/D-36/R & D Ent. Info 408/449-7367.

OREGON MOTOCROSS
● Jackson County Expo, Central Point. SOMA. Info 503/479-7574.

March 14-16

CALIFORNIA AUTO/M/C SHOW
Redding Civic Auditorium, Redding. Info 408/267-7947.

CALIFORNIA CUSTOM SPORTS SHOW
National Orange Showgrounds, San Bernardino. R.G. Canning. Info 213/588-1934 or 714/792-8489.

March 16

ALABAMA MOTOCROSS
Bessemer, AL. County Line MX.5 Info 205/477-5389 or 477-6848.

ALABAMA MOTOCROSS
● Ft. Rucker, AL. Flying Wheels MX Club. Info 205/598-4527 or 598-2927.

ALABAMA OUTLAW MOTOCROSS
● Indian Creek Motocross, Cullman. North Alabama MX Assoc. Info 205/734-0541.

ARKANSAS MOTOCROSS
Camelback MX Regional Park, Pine Bluff. Pine Bluff MX Assoc. Info 501/534-6084.

CALIFORNIA CMC MOTOCROSS
Spinners Airport Raceway, Porterville. Porterville Spinners. Info 209/784-6301.

CALIFORNIA SMX MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Info 714/831-3482 or 643-1722.

CALIFORNIA CRC MOTOCROSS
● Glen Helen Raceway, Malcolm Smith \$2000 event. Info 213/830-7519.

CALIFORNIA CMMC MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Info 619/565-2406.

CALIFORNIA CMC MX
● Carlsbad Raceway, Carlsbad, CA. Info 714/261-6116.

CALIFORNIA MMA SWAPMEET
Stockton Fairgrounds, Stockton. Info 916/442-4727.

CALIFORNIA ROAD RIDE
AMA/D-37. Info 213/849-1104.

CALIFORNIA MOTOCROSS
● White Wolf Raceway, 10 miles south of Bakersfield. R & L Ent. Info 805/834-0284.

CALIFORNIA ROAD RIDE
Oakland M/C Club. Info 415/534-6222.

CALIFORNIA ARA DESERT RACE
Bartow, CA. Joshua Derby. Info 714/925-8608.

CALIFORNIA AMA/D-36 POKER RUN
Starts at Smorga Bob's, 4193 First St., Livermore. Info 408/985-1978 or 415/489-1979.

CALIFORNIA CMC MOTOCROSS
● Argyll Park, Dixon. Info 916/678-3592.

CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood. Budweiser/Contra Costa Honda Series. Info 415/634-3328 or 757-2923.

COLORADO TRIALS SCHOOL
Left Hand Canyon, Ward. RMTA. Info 303/674-0373.

FLORIDA MOTOCROSS
Bunnell, FL. FL Sportsmen MX. Info 904/225-5320.

GEORGIA MOTOCROSS
● High Falls, GA. Thunder Creek MX. Info 912/994-6630.

GEORGIA FMC MOTOCROSS
Fitzgerald. Tri-County MX. Info 912/643-7265.

GEORGIA SETRA AMA ENDURO
Cherokee National, Athens. Info 803/572-2788 or 553-1463.

GEORGIA MOTOCROSS
Resaca Beach MX. Info 404/278-1570 or 259-5092.

GEORGIA NEVADA CLUB MEETING
Las Vegas, NV. Las Vegas Retreads. Info 602/979-2692.

IDAHO MOTOCROSS
● Owyhee M/C Clubgrounds, Cartwright. Owyhee M/C Club. Info 208/377-0409 or 362-0423.

ILLINOIS AMA HARE SCRAMBLES
3 miles west of Prophetstown. Prophetstown M/C. Info 815/778-3768.

MASSACHUSETTS ICE RACING
New Boston Rd., Sturbridge. Hamilton Rod/Gun Club. Info 617/943-9197.

MISSOURI MOTOCROSS
Finger Lakes State Park, Columbia. MX Parents. Info 314/449-7303 or 474-2444.

NEVADA CLUB MEETING
Las Vegas. Goldwings. Info 602/979-2692.

NEVADA HARE AND HOUND
Las Vegas. AMA/D-37/Ground Shakers MC. Info 702/457-0343.

NEW YORK SNOW SCRAMBLES
Belden Hill, Binghamton. Square Deal Riders. Info 607/723-2387.

NORTH CAROLINA HARE SCRAMBLES
Taylorsville. Cycleland, Inc. Info 704/632-3301.

NORTH CAROLINA AMA MOTOCROSS
● Metrolina Speedway, Charlotte. Carolina Spring MX Series Pro Am. Info 704/596-4830.

OHIO AMA MOTOCROSS
Greenville. D-11/Treaty City MC Club. Info 513/548-7197.

OKLAHOMA MOTOCROSS
South of Tulsa International Raceway, Tulsa, OK. Tulsa Area Motocross. Info 918/266-6136.

OREGON HILLCLIMB
1 mile north of Grants Pass. Blitz Canyon Hillclimb. Iron Horse Ent. Info 503/476-6739.

OREGON MOTOCROSS
● Jackson County Expo, Central Point. SOMA. Info 503/479-7574.

PENNSYLVANIA AMA MOTOCROSS
● Sleepy Hollow MX Park, Frederickburg. Info 717/865-3302.

SOUTH CAROLINA MOTOCROSS
Interstate MX Park, Moore. Info 803/574-7930.

TEXAS MOTOCROSS
● Mosier Valley MX Park, midway between Dallas and Ft. Worth, TX. Info 817/540-3813.

TEXAS MOTOCROSS
Conroe MX Park, Conroe, TX. Info 712/756-4114 or 273-2336.

TEXAS MOTOCROSS
Beaumont Raceway, Beaumont. Info 409/842-5156.

TEXAS NMA MOTOCROSS
● Swan MX Track, Tyler. Info 214/822-4215.

VIRGINIA HARE SCRAMBLE
Martinsville. Blue Ridge Cycle Club. Info 703/632-2680.

WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701 or 665-6707.

WEST VIRGINIA HILLCLIMB
12 miles south of Charleston. AMA Challenge. Hillclimb Club. Info 304/756-3551.

March 19

CALIFORNIA CLUB MEETING
Oakland M/C Clubhouse, 742 45th Ave., Oakland. Info 415/537-5392 or 835-8521.

Speedway

SPRING CLASSIC



COSTA MESA
ORANGE COUNTY FAIRGROUNDS
MARCH 7
FRIDAY - 8 PM

SAN BERNARDINO
NATIONAL ORANGE SHOWGROUNDS
MARCH 9
SUNDAY - 2 PM

LONG BEACH
VETERANS STADIUM
MARCH 15
SATURDAY - 8 PM

TICKETS AVAILABLE AT ALL

TICKETMASTER LOCATIONS

AND AT THE TRACKS ON RACE DAY.

AMA
SANCTIONED

Budweiser
KING OF BEERS

Presents 9th Annual
Carolina Spring Series

AATVA

Pro Am Regional Motocross Races

SCHEDULE:

March 16 - Metrolina Speedway
Charlotte, North Carolina
(704) 596-4830

March 23 - Rolling Hills Cycle Park
Reidsville, North Carolina
(919) 342-4492

April 6 - Secession Motocross (No ATV's)
Anderson, South Carolina
(803) 296-5983

April 13 - Metrolina Speedway
Charlotte, North Carolina
(704) 596-4830

April 20 - Montrose MX
Raeeford, North Carolina
(919) 875-3805

Motocross Classes:

125-250-Open-Pro
\$80-65-50-40-30-20-20-20-10-10

Per Moto-per class.

"A" classes will run with Pro Am

Amateur Classes:

65cc 7-11 yrs. 125 B&C

85cc 7-11 yrs. 250 B&C

85cc 12-15 yrs. Open Ama.

125-School Boy 12-15 yrs. Sen. (Over 30)

Overall series awards and contingencies for amateurs

Amateur Classes Practice 8:30am -

Race 9:15am

Pro Mx & 'A' Riders Practice

12:30pm - Race 1:15pm

ATV Classes Practice 11:00 am -

Race 12:00 Noon

Gates Open 7:00am Race Day -

Gate Admission \$7.00

Camping Available At Each Track

ATV Classes:

201-Open Quads

0-75 Youth

0-125 Youth

125-200 4/Stroke Amateur

201-Open Amateur

125-200 Amateur

0-Open Expert-100% Pay Back

Overall series awards and contingencies for amateurs

ATV's Begin sign-up at 10:00 a.m.

Practice 11:00 a.m. • Race 12:00 noon

ATV's will run MX format on separate track

SPONSORS

Budweiser

Elip

Yates

Gear

SMITH

CARLISLE

Aral

For more information: (704) 596-4830

Cycle News readers--the first to know!

Eastern Continental
MX Championship
April 27th
Muddy Creek MX
Blountville, TN • 615 323-8128

PHOENIX SUPERCROSS
And Off-Road Race
Sun Devils Stadium
MAY 10
Tempe, Arizona

Kawasaki PRESENTS THE 2nd ANNUAL MAXIMA TRI-STATE



MARCH 15 & 16
Canyon Raceway
Phoenix, Arizona

MARCH 22 & 23
Las Vegas MX Pk.
Las Vegas, Nevada

MARCH 29 & 30
Barona Oaks
San Diego, Ca.

ALL AMATEURS RACE SATURDAYS
ALL PROS & MINI EXPERTS RACE SUNDAYS

EP PERFORMS

DMC

SCOTT USA

THESE EVENTS ARE QUALIFIERS FOR THE HANGTOWN NATIONALS ON APRIL 6, 1986.

MOTOCROSS CHAMPIONSHIP

\$15,000.00 CASH

NO AGE LIMIT! EACH EVENT WILL HAVE A \$5,000 PURSE FOR PROS

30% CHAMPIONSHIP TROPHIES
Plus, Great Product Awards

Call or Write for
Entry Forms and Information:
NMA, P.O. Box 46, Norwalk, CA 90650
AMATEUR SANCTIONED (213) 868-8112

Gear

White Lightning

SINISALO TRICK

MOTOCROSS ACTION

DIRT BIKE MAGAZINE

Daytona Dirt Riders
Presents

Daytona Sportsman Hare Scramble

Friday, March 7, 1986

Classes: AA: 125, 250, Open A, B & C; Senior (35-44); Super Senior (45+); Mini (0-100cc, 14 yrs. & under); Women & Vintage (Year Model Of Motorcycle Must Be 1974 Or Older).

Sign Up 7-11AM; Practice 9:30AM (Mini & Women), 10AM (All other classes).

Race starts Noon for C, Mini, Sr., Super Sr., Women & Vintage. All other classes start 2PM.

Entry \$15.00
Gate Fee \$3.00
Children, under 12 — Free



Info: 904/439-2100 or 904/255-8594

Take exit #90 off I-95, east 2/10 mile to Volusia County Rd. 2001 on left, follow signs.

SRA

Schedule

Mar. 30 Carlsbad
Apr. 20 Hilltoppers

(714) 828-1358



Road Race Schedule
Mar. 2 — Sears Point
Mar. 22/23 — Willow Springs
Mar. 30 — Sears Point

13423 Stanstead
Norwalk, CA 90650 (213) 864-0704

ARA FAMILY STYLE DESERT RACING

BEGINNER CYCLE 20 MI. 8:00 AM
NOVICE OR BETTER CYCLE 60 MI. 10:00 AM
CYCLE 40 MI. 9:00 AM ATV 40 MI. 11:30 AM

"EASY 20 MILE COURSE"
100% Finisher Pins & Super Trophies to 30% of 125, 200, 250 & Open, Plus Youth, Jr, Vet, Sr. Sup. Sr. & P.P. Concessions, Restrooms, Medical Staff, Free Camping FREEWAY, FOOD & LODGING CLOSE BY \$25.00 Mail - \$30.00 Post — ATV Non-Member Add \$5.00 Membership Not Required

SUNDAY, MAR. 16th. For Entry Blanks & Rider's Instructions, Send S.A.S.E. to: ARA, Box 443, Hemet, CA 92343
Directions: 18 miles n/o Victorville, Hodge Rd. off ramp of Interstate 15. Further Info. Call (714) 925-8608

Got an opinion? Write a letter to the editor!

SMX Schedule

Sat. Mar. 1 Perris
Sun. Mar. 2 DeAnza
Sat. Mar. 8 Perris
Sun. Mar. 9 Perris

INFO (714) 831-3482

gary nixon

Order your Goodyear
Dirt Track tires in time
for Daytona — all
compounds available.

10824 York Rd., Cockeysville, MD 21030 (301) 666-1098

CMC Race With The Best

CMC "Skool Bandit" Golden State Nats.
GSN Quail Canyon Mar. 1-2
Sat. Sportsman, Sun. Pros Mar. 9
GSN Huron Cycle Park
GSN Make-up, Final Event, Sportsmen on Sunday
DOUBLE POINTS/Awards
Ascot Park Season Opener Mar. 14

AMA CENTRAL VIRGINIA Motocross Race

Youth & Amateur • Sunday March 9, 1986
Practice Starts 9:00 am Presented By SME
Race 10:30 am Cycle Club — Dillwyn, PA
Information Contact Robert Sprouse
804/983-3332 between 10:00 am to 10:00 pm

March 20

OREGON MOTOCROSS
● Portland Int. Raceway, Portland.
Info 503/285-6635.

WASHINGTON SHORT TRACK
● Clark County Fairgrounds, Ridgefield. Info 503/283-3773.

WEST VIRGINIA MOTOCROSS
Ashton. Ashton MX. Info 304/576-2386.

March 21

INDIANA ICE RACING
Market Square Arena, Indianapolis.
Suzuki Speedway Ice Racing National C'ship. ICE. Info 602/296-1345.

TEXAS MOTOCROSS
● Rio Bravo MX Park, Houston. Info 713/458-0090.

March 21-22

OHIO INDOOR ARENACROSS
Hara Arena, Dayton. Indoor Sports Inc. Info 904/744-7984.

March 22

CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/831-3482 or 643-1722.

CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info 619/727-1171.

CALIFORNIA AMA SHORT TRACK
● Monterey County Fairgrounds, Monterey, R & D Ent./D-36. Info 408/449-7367.

FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 305/568-2271.

IDAHO FLAT TRACK
Caldwell. Dwyhee M/C Club. Info 208/336-9929 or 362-0423.

OHIO INDOOR SHORT TRACK
Marion County Fairgrounds, Marion. Triangle M/C. Info 614/382-6085.

OKLAHOMA SHORT TRACK
● Tulsa Pavillion, Tulsa. Final round of Oklahoma Turnpike Challenge. Info 918/836-7376.

PENNSYLVANIA AMA SHORT TRACK
Trailway Speedway, 5 miles west of Hanover. Info 717/359-4310.

PENNSYLVANIA AMA ARENACROSS
● Bethlehem. NACC. Info 813/822-8929.

TEXAS MOTOCROSS SCHOOL
Good Times MX Park, San Antonio. Donnie Hansen MX Academy. Info 512/674-5480.

UTAH MOTOCROSS
● Ogden MX Park, Ogden. The Plaza

Cycle/Yamaha Tri-State Series, round 3. Triangle Training, Inc. Info 801/782-4317.

WASHINGTON MOTOCROSS
Woodland MX Park, Woodland. Info 503/667-5701 or 665-6707.

March 22-23

ALABAMA WERA NATIONAL SPRINT
Talladega Gran Prix Raceway, Talladega. Info 205/362-7010 or 362-2113.

ARIZONA ADRA GRAND PRIX
● Yuma Sand Dunes, Yuma. Yuma Dunes Grand Prix. Info 602/252-1900.

CALIFORNIA AFM ROAD RACE
Willow Springs Raceway, Rosamond. Info 213/864-0705.

NEVADA NMA/AMA MOTOCROSS
● Las Vegas MX Park, Las Vegas. Las Vegas MX Club. Info 702/878-8977.

March 23

ALABAMA MOTOCROSS
Bessemer. County Line MX. Info 205/477-5389 or 477-6848.

CALIFORNIA CMC MX
● Carlsbad Raceway, Carlsbad. Info 714/261-6116.

CALIFORNIA CMC MOTOCROSS
● Sunrise Valley Cycle Park, Adelanto. Info 619/245-7339.

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnyvale. DeAnza Cycle Club. Info 714/242-5840 or 653-6110.

NEVADA CLUB MEETING
Las Vegas. Las Vegas Retreads. Info 602/979-2692.

NEVADA CLUB MEETING
Las Vegas. Goldwings. Info 602/979-2692.

OKLAHOMA MOTOCROSS
● Allen Ranch, Bixby. Info 918/428-1237.

TEXAS MOTOCROSS
● Rio Bravo MX Park, Houston. Info 713/458-0090.

TEXAS MOTOCROSS
● Burleson MX Park, south of Fort Worth. Info 817/295-8908, 295-1760.

TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 713/482-7593, 817/694-2901.

TEXAS MOTOCROSS
● Swan Motocross Raceway, Tyler. Info 214/822-4215.

March 26

CALIFORNIA CLUB MEETING
Oakland M/C Clubhouse, 742 45th

Ave., Oakland. Info 415/537-5392 or 835-8521.

March 27

OREGON MOTOCROSS
● Portland Int. Raceway, Portland. Info 503/285-6635.

WASHINGTON SHORT TRACK
● Clark County Fairgrounds, Ridgefield. Info 503/283-3773.

March 28

TEXAS MOTOCROSS
● Rio Bravo MX Park, Houston. Info 713/458-0090.

March 29

CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/831-3482 or 643-1722.

CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info 619/727-1171.

FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 305/568-2271.

March 30

ALABAMA MOTOCROSS
Bessemer. County Line MX. Info 205/477-5389 or 477-6848.

ARIZONA MOTOCROSS
Canyon Raceway, Phoenix. Info 602/934-5027 or 583-0575.

CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/831-3482 or 643-1722.

NEVADA CLUB MEETING
Las Vegas. Las Vegas Retreads. Info 602/979-2692.

TEXAS MOTOCROSS
Conroe MX Park, Conroe. Info 712/756-4114 or 273-2336.

TEXAS MOTOCROSS
● Mosier Valley MX Park, midway between Dallas and Ft. Worth. Info 817/540-3813.

TEXAS MOTOCROSS
Lakeside Motorsport Raceway, Bastrop. Info 512/327-5259.

April 2

CALIFORNIA CLUB MEETING
Oakland M/C Clubhouse, 742 45th Ave., Oakland. Info 415/537-5392 or 835-8521.

April 3

OREGON MOTOCROSS
● Portland Int. Raceway, Portland. Info 503/285-6635.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Type of event: _____

Event date: _____

Event sanction/promoter/sponsoring club: _____

Location of event: _____

Phone number (with area code) for more information: _____

Your name: _____

WANT ADS

Help Wanted

Service Manager/Mechanic

Busy Harley-Davidson dealership has immediate opening for permanent, experienced service manager. Excellent working conditions, 5 day work week, benefits, good income plus commission. Year 'round work. Dick Farmer's Harley-Davidson of Orlando. (305) 423-5491. (205/08)

MOTORCYCLE SALESMAN WANTED: NAPA HONDA/KAWASAKI. (707) 255-1472. (207/09)

PARTS COUNTER HELP, SERVICE WRITER. Immediate openings, salary commensurate with experience. Looking for individual wanting to learn the Honda parts system. (213) 391-6217, ask for Richard. (207/08)

Salesman Needed

Growing Kawasaki and Yamaha dealership needs bike salesman, parts personnel and service personnel. All skill levels considered but must be high caliber. Contact Don or Ed at (404) 427-6923. (206/09)

Shipping Clerk

Growing Long Beach motorcycle accessory manufacturer seeking shipping clerk. Experience in UPS shipping helpful. Contact Kathy at (213) 426-3498. (107/08)

Mechanic Needed

Minimum of one year current full time Honda experience required. Must have TOOLS. Send resume to: Honda of Anchorage, 1118 E. 5th Ave., Anchorage, AK 99501. ATTN: Carl. Service. (907) 279-9478. (106/09)

GOVERNMENT JOBS \$16,040-\$59,230/year. Now hiring. Call (805) 687-6000, ext. R-1299 for current federal list. (107/14)

Service Technicians

ISN'T TIME TO MAKE A CHANGE? Large So. California Honda dealership has openings for qualified, professional, experienced Honda service technicians. Must have own tools. Minimum 5 years experience. Excellent pay, good working conditions, uniforms included. Call Gary at (213) 466-7191, motorcycle service. (207/09)

Suzuki/Yamaha Journeyman

Professional atmosphere and working conditions. Resume: Savala's Sportcenter, 1175 Dewar Dr., Rock Springs, WY. (307) 362-5531, Don. (308/TFN)

EXPERIENCED MOTORCYCLE SALESMAN, Yamaha experience preferred. Contact Bob at Bellflower Yamaha, (213) 925-5097. (208)

Assistant Service Mgr.

Southern California Honda dealership needs help in busy service department. Call Ray, (213) 860-1354 or (714) 521-7112. (202/TFN)

EXPERIENCED TECHNICIAN WANTED. Large Honda/Kawasaki/Suzuki dealer in Boulder, CO. Salary commensurate with ability. Contact Bill at (303) 442-4772. (207/08)

Life's a Beach!

Kawasaki/Yamaha mechanic needed, 3 years experience. Top pay and benefits. Contact Craig or Mike at (805) 653-5884, Kawasaki/Yamaha of Ventura. (208/10)

Monterey — Carmel Area

Honda/Kawasaki/BMW of Monterey is looking for an experienced mechanic, pay \$15 per produced hour plus bonus. Contact Dan Kyle, (408) 649-4314. (108/10)

Service Writer

First class Orange County Honda dealership needs service writer. Honda parts experience preferred. Call Mark at (213) 691-0553, or (714) 879-8252. (208/09)

Parts Sales Commissioned

National OEM parts mail-order company needs experienced salesmen. \$10,000-\$20,000 potential earnings. Full time, non-seasonal. Send resume to: P.O. Box 999, Painesville, OH 44077, or call (216) 352-3729. (108)

Kawasaki Mechanic

Experienced motorcycle and jet ski mechanic for West Coast of Florida. Call Jack at Kawasaki of Manatee, (813) 746-0935 or (813) 746-0184. (108/09)

Parts Personnel

Experienced parts personnel needed for growing Kawasaki/Yamaha dealership. Contact Ed or Don, (404) 427-6923. (208/09)

Exp Mechanic with Tools

Work all brands, excellent opportunities. Outrider, 10545 Pico Blvd., Los Angeles, CA 90064. (213) 879-3350, Harry. (207/09)

Association Representative

Leading state motorcycle dealer association has immediate opening for a representative. Must have good verbal and written communication skills. Travel required to dealerships in state. Assist with promotion of Springfield Mile. Send resume to: IMDA, 2000 E. Cornell, Springfield, IL 62703. (208/10)

Honda Mechanic

Experienced, must have tools, year 'round work in beautiful desert surroundings. Contact Sharon, Oasis Honda, (619) 324-5633. Palm Springs, CA. (208/09)

EXPERIENCED MOTORCYCLE MECHANIC, motorcycle school graduate, and with 2 years or more experience. Long Beach Suzuki/Kawasaki, 2441 Long Beach Blvd., Long Beach, CA 90806. (208/09)

Honda Mechanic

Large Honda dealer has an opening for at least one, maybe two mechanics. Motorcycle experience essential, come live on the California coast and work year 'round. Call Ron Jensen at Barber Honda of Ventura, (805) 642-0276. (206/09)

Yamaha Mechanic

Qualified Yamaha mechanic needed, volume dealership. Tuesday-Saturday workweek, 2-3 years experience necessary. Hard workers only need apply. (818) 332-6240. (206/08)

Parts Managers Wanted

Knowledgeable self-starters for large parts store. Excellent opportunity. Outrider, 10545 Pico Blvd., Los Angeles, CA 90064. (213) 879-3350, Harry. (207/09)

Harley-Davidson Mechanic

Maine dealer looking for experienced technician. Permanent position with all benefits. Send resume to: John, Street Cycles, Inc., 405 U.S. Rt. 1, Falmouth, DE 04105. (207) 781-4763. (207/09)

BMW-Suzuki Technicians

Tired of sub-zero temperatures? Hot Metro Atlanta BMW dealer expands and has acquired Suzuki dealership. We need quality BMW and/or Suzuki technicians that can enjoy the benefits and opportunities of a class operation. Wagoner Cycle Works, 404/963-9868. (207/10)

Parts Manager

Excellent career opportunity for experience person in Northern Virginia. Computer knowledge a plus. 703/836-0083. Closed Sunday, Monday. (107/10)

Mechanics

Shop experience in all areas of service, full time. 703/836-0083. Closed Sunday, Monday. (107/10)

Service Coordinator

Advancement potential, must have experience in organization, administration, some mechanical. Male or female, salary plus commission, benefits. Call for details, (206) 752-9817. Must send resume. (207/10)

Yamaha — Suzuki Technician

North Florida dealer seeking dealership experienced professional. Self starter, technically minded, solid background a must, factory schools a plus, wages negotiable pending experience. Call Jeff, RON TURNER CYCLES, Jacksonville, FL. (904) 641-0066. (107/08)

Suspension

The White Bros. are seeking motivated individuals to work in our racing suspension department. Mechanical experience and tools a must. Send resume to: White Bros., 11750 Seaboard Circle, Stanton, CA 90680. ATTN: Steve. No phone calls. (207/TFN)

Motorcycle Accessories

High volume accessories stores need qualified salesperson to work full time. Prefer some experience in off-road, touring and sport bikes. Two locations available to work from, Reseda or Azusa, California. Please contact Ron by phone or by personal interview. 900 West Foothill, Azusa, CA. (818) 334-1288. (108)

Opportunity/Quality People

Parts and service technicians. Honda/BMW experience preferred. Steakley's, Waco, TX. Contact Rod or Mark, (817) 772-8850. (108)

Yamaha Mechanic East Coast

North Carolina's largest dealership needs experienced mechanic. 5 miles from beach. New 10,000 sq. ft. building. Salary to equal experience. Send resume to: Yamaha of Wilmington, 6121 Market St., Wilmington, NC 28403. (919) 791-8321, Attention Roy Britt. (106/08)

Honda/BMW Mechanic

Central Florida, 3 to 5 years experience. Excellent benefits, terms negotiable. Ask for Don or Bill, (305) 631-7627. (107/08)

Business Opportunities

Southern Louisiana

Honda motorcycle, ATV and Power Products dealership for sale. Send inquiries to: Rick Fletcher, Motorcycle Sales, P.O. Box 165408, Irving, TX 75016-5408. (107/08)

So. Cal Franchised Dealership

Low overhead, blow-out location and lease; Gross over one million in 1982...retiring. Call (619) 423-0073 days or after 7 p.m. (619) 479-3209. (201/TFN)

1986 Yamaha YZ125

Frame, less motor and ignition. Used motor for micro sprint, asking \$550. (717) 432-4219 after 5p.m. (109/12)

1983 KX250 Excellent Cond

Many extras, \$850/OBO. (213) 274-9014. (109)



Over The Counter

Dear Dealer: ATV News is the stock to trade over the counter in your place of business. ATV News recently split two-for-one! Now your stock of America's All Terrain Vehicle Newspaper turns over twice a month instead of only once. If you are not handling ATV News already, just call our Dealer Sales broker now at (213) 595-4753, or write to ATV News, P.O. Box 1030, Long Beach, CA 90801. (541/TFN)

Fairing Screen Gustafsson

We carry a full line of replacement & custom windscreens. 380 models for touring, cafe & racing. Most are available in clear, light blue or smoke. Custom tints are also available. New replacements this year include: Suzuki's GSXR750, Honda's Rebel — in standard size & enlarged — and the 1985 Cagiva. Start 1986 New Year out properly with a new Gustafsson replacement or custom windscreen mounted to your fairing. Fairing Screen Gustafsson, P.O. Box 3567, St. Augustine, FL 32085. Call (904) 824-2119. Visa & Mastercard now accepted. Dealer inquiries welcome. (202/TFN)

Boring Bar Wanted

Kwik Way FW or FWSII. (509) 924-0771 days, (509) 924-1916 evenings. (306/08)

1985 YAMAHA RZ500, 2200 KM, MUST SELL NOW. Extra sprockets and suspension parts go with bike. \$3200. (502) 821-0037 days, (502) 683-7590 evenings. (308/15)



Time Master Clock

"New from ICO." The most rugged and reliable ENDURO clock ever built. Complete with all mounting hardware. Just \$79.95. ICO/Performance Products, P.O. Box 1294, Bayou LaCombe, LA 70445. (504) 882-3107. (205/TFN)

New Husqvarnas For Sale

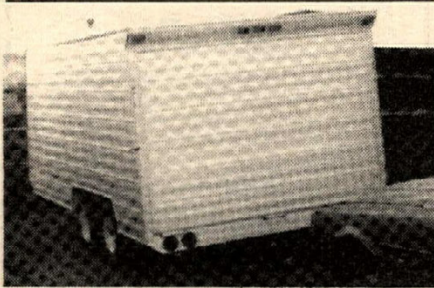
Authorized HUSKY dealer for 20 years. 1986 430 AUTO; 1986 250 ENDURO; 1986 510 ENDURO 4-stroke. 400 CROSS COUNTRY. MOORE & SONS, Santa Cruz, CA. (408) 475-3619. (206/08)

It Was A Very Good Year

1974 saw Nixon nosedive in the political world and Kneivel nosedive in the Snake River. What a year, and now you can have a piece of it courtesy of Cycle News. We have a limited number of very special Posterbook Newspapers available from that memorable year. The photographs and illustrations in the Posterbook will conjure up wonderful images and memories from that enigmatic era. Save a bit of history for yourself. Order your Cycle News Posterbook Newspaper today for only \$2.00 from the Cycle News Inc. Product Order Form located below the Advertiser's Index. (5TFN)

Vintage Motorcycles

'68 Triumph Bonneville, total N.O.S. restoration of a superb example; '52 Triumph Thunderbird, very fine, very desirable; '53 Vincent Black Shadow, F10AB/1B/9715 with matching frame, unusually fine and original, don't miss this opportunity; '60 BSA DBD Clubman, none finer, restored by Manfred Hecht; '65 BSA Cyclone competition twin, impeccable painstaking restoration; '76 MV Agusta 750 America in magnificent condition, very low miles, factory fairing, 2 sets of wheels, Magni swan pipes, the best; Parilla 250cc Gran Sport road racer, totally ready to race, superbly prepared, very fast; '67 Ducati 250cc Desmo full road racer, factory fairing, just out of total restoration, ready to race. Other fine European motorcycles for sale. Particularly interested in competition machines. Kirk White, Villanova, PA. (215) 525-6036, days (215) 687-0468 evenings. (306/TFN)



New Enclosed Tandem Trailer

Side door and easy lift back door, electric or surg. brakes, \$215/foot. (714) 539-4319, (714) 777-1068. (108/09)

★ ★ 160 HP Street Bike ★ ★

Kawasaki, Suzuki, Yamaha & Honda. Push-button start. Kit form or complete engines built, broken in, tested and tuned on our SUPER FLOW COMPUTER DYNO. Printout of HP curve included. Pro street motors to 190 HP available, turbos to 250 HP. SUPERBIKE MIKE, Ft. Lauderdale, FL. 305/484-6969. (206/09)

Honda 500 Interceptor

Production Class road racer, '0' miles on fresh engine, new paint, tires, progressive spring, new Ferodo pads and steel brake lines. Must sell, call (716) 593-3210 days, (716) 593-1157 evenings. (305/08)

FOR SALE GREER INTERCEPTOR 500 FAIRING. Unpainted, \$300. Curtis, (205) 853-5806. (308/09)

1965 KAWASAKI 125, A REAL CLASSIC. 1978 650 Yamaha, low mileage, A-1 condition. (714) 859-6383. (308/10)

Wanted Pictures or Negatives

Rhys Howard's 1983 Laguna Seca motorcycle before, during and after the crash in turn 2. Plus pictures of the turn 2 area. Will buy and return all pictures and negatives. Send to: Rhys Howard, #104-135 W. 21st, North Vancouver, B.C., Canada V7M-1Z2. (604) 980-5243. (108)

CZ CZ CZ!

1976 fresh 400cc "centerport" motor, Marzocchi forks, many extras. Needs shocks and finishing touches, \$350. Also RZ350 performance parts, Fox shock, \$195; complete Toomey pipe set-up, \$225; black and yellow solo seat, \$75. All excellent. Bob, NY, (516) 421-0190. (308/09)

Lou's Leathers

All types of competition & street leathers. Catalog available. Lou's Leathers, 300 Peck Road, Elkhorn, KY 42733. (606) 787-5029. (106/09)

V-Max Drag Racers

Spare machined rear wheel with 7" Firestone slick mounted, \$300. Call Lee or Richard at (702) 384-2353. (207/10)

Bound For Glory . . .

That's what all your issues of Cycle News will be when you put them in a new Cycle News Binder. These great looking binders are designed to preserve your Cycle News collection for years to come. Each binder holds up to 25 issues, and costs only \$16.95 or 2 for \$30.00. To order your Cycle News Binder, please use the Cycle News, Inc. Product Order Form located below the Advertiser's Index. (5TFN)

★ Interceptor Owners ★

Have an accident? Need parts for a race bike? Why buy new when used will do? We have the largest selection of Interceptor parts in stock, anywhere! Motors, wheels, forks and more! Daily UPS. Fast courteous service. CYCLEWORKS, LTD., P.O. Box 4273, Hamden, CT 06514. Call today, M-F, 9-6 EST. (203) 287-0411. (106/08)

Wanted

Absolutely highest prices paid on the following: Factory Triumph Grand Prix, Bonneville Thruxton, and Silver Jubilee models; low mileage Ducati 750 SS; Vincent Black Shadow, Lightning; Matchless G-45, G-50; Velocette KSS, KTT, Thruxton; Norton Manx, swingarm International; BSA Hornet, Rocket Gold Star; plus all pre-1970 Triumph twins, MV Agusta, Ducati Singles, Parilla, Mondial, Gilera, other exotics, etc.; also all types of American and European racing motorcycles, particularly road racers. Extraordinary prices paid for top condition motorcycles. Kirk White, (215) 525-6036 days, (215) 687-0468 evenings. (306/TFN)

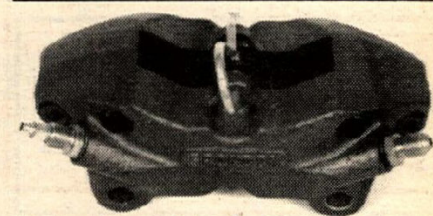
Wanted Sidecar Passenger RR

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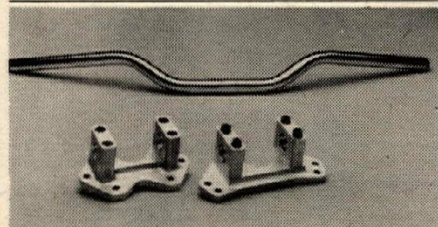
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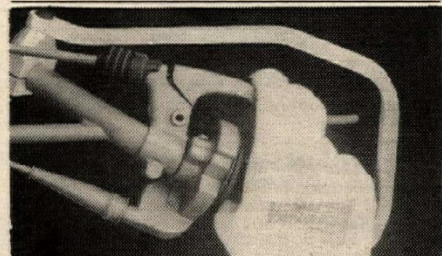
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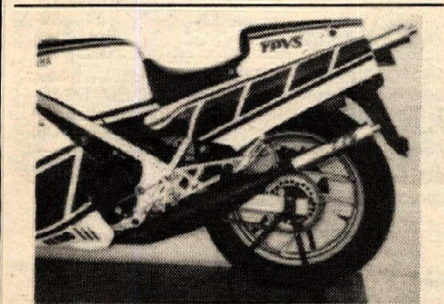
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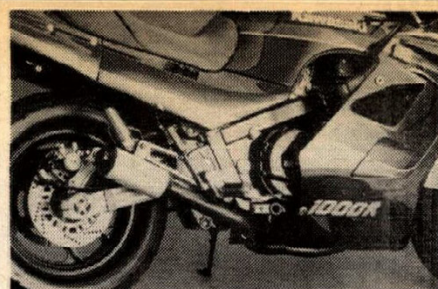
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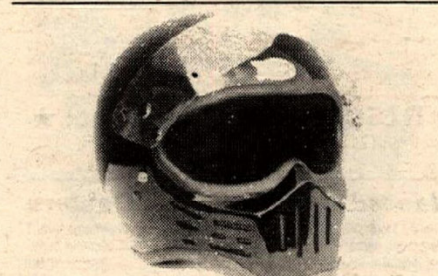
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PAUL THEDE'S RACE TECH — Repair cracked & bent aluminum radiators & oil coolers. We fix what others can't. All work pressure tested & guaranteed. UPS daily anywhere. 3227 Producer #127, Pomona, CA 91768. (714) 594-7755.

Rentals

OFF ROAD RENTALS — M/C — dirt, street, ATC70-350X/Odys/Tri-Moto 60-225DX/Moto-4/Suz. Quad racers/Quad Sports/jet skis. Parts/acc/full serv/trailers. Los Alamitos (213) 594-8901, (714) 821-1590, Orange (714) 771-7390.

Singleshock Service

PRO-TEC — Custom rider set-up, rebuild or repair all single-shock suspension. Eliminate suspension-caused swap, buck & ill-handling. Quick turnaround (714) 738-0631, (213) 697-6759, 282 Gemini, Brea, CA 92621.

Singleshock Service

SCOTT'S — Complete fork & shock service on all single & dual shocks, Monos, Floater, ProLink, Unitrak, Ohlins, Fox, Works. Porting starts at \$40.00. 2627 Honolulu Ave., Montrose, CA 91020. (818) 248-6747.

Riding Apparel

OFFROAD MOTORCYCLE APPAREL REPAIR — expert resealing and repair on all brands of boots. Custom modifications and repair on all brands of pants or shoulder pads. Now you can get extra seasons out of your old gear or have an extra set! For more info call Ormar 503/678-5175.

Riding Apparel

VERA'S LEATHERS — Best personal service/ value/delivery time. Compare racing apparel/street wear/karting. Talk w/design consultant or check prices. (714) 592-4735. Repair/alter any leather garment. 466 W. Arrow Hwy. #K, San Dimas, CA 91773.

Riding School

RUSS DARNELL MX/ATV SCHOOLS — since '69 full program of off road technique: MX/enduro/ trail/desert. ATV rider/racer sessions. SVIA cert. Dealers/clubs/small groups. P.O. Box 8004, Canyon Lake, CA 92380 (714) 244-1213.

Singleshock Service

HONDA SHOCK SPECIALIST — "Too Tech Racing" will rebuild/revalve your shock for maximum performance. 1986 Fade-proof mods ready. One day service. Rick Johnson, 19333 Sturgess Dr., Torrance, CA 90503. (213) 371-3887.

Singleshock Service

OHILNS SPECIALISTS — Factory Authorized sales/ service Ohlins single/twin shocks. Genuine parts in stock. Rebuilding/revalving. 1 day turnaround. Ohlins exclusive U.S. dist. Simons Inc., 2570 Leghorn St. CN, Mtn. View, CA 94043. (415) 962-8899.

Singleshock Service

PAUL THEDE'S RACE TECH — Revalve production suspension components to work better than the rest, guaranteed. Complete service, custom rate springs, hi-tech Spectro suspension fluids. 3227 Producer #127, Pomona, CA 91768. (714) 594-7755.

Riding Apparel

BATES LEATHER SHOP — Everything, from our Touring and Racing Leathers to our Fast Lane Boots, Gloves and Cold Weather Touring Suits, is available at the bigger-than-ever Bates Leather Shop. Standard and custom sizing or designs. Shop with the Pros, be fitted by the Pros. Men, Women, Alterations, Repairs and Cleaning. Cycle Accessories on display too. Open M-F 8-4:30; Wed 'til 8. Selected Sat. 9-2:30. (213) 435-6551. 660 W. 16th St., Long Beach, CA. Nr. LB Fwy. & Pacific Coast Hwy.

Singleshock Service

SHOCK REBUILD/REPAIR/TUNING. Complete serv. for OHLINS & all Jap bike single shocks. Shafts, bodies, seals, spgs. & new units stocked. Damp & travel mods. 2 Day serv. UPS Dir. inquiries inv. MOTODESIGN 1948 Harbert, Memphis, TN 38104. 11 am-8pm. Mon.-Sat. (901) 276-9006.

Singleshock Service

WHITE BROS — 11750 Seaboard Circle, Stanton, CA 90680. Complete service & set-up on all single-shocks, Uni-Trak, Pro-Link & Floater & White Power. 1-2 turnaround. (714) 891-2221. For parts call (714) 895-1991.

Steel Shoe

STEEL SHOES — Ken Maely, since 1950. Dirt Track \$75. Lt. Wt. Spdway \$85. Send boot. Specify race type. 14" lace boots \$85. Everything for Speedway. 8580 Bedford Motorway, Corona, CA 91720. (714) 735-0540.

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CUSTOM TRAILERS — Dico custom trailers-build custom/buy from stock enclosed security trailers, attractive, durable all steel frame 12"-16"-20" single/tandem axles, options, open 7 days. Stop/call, 323 E. Ball Rd., Anaheim, CA 92805. (714) 956-2950.

Alabama Dealer

DIXIE CYCLE — KTM, Can-Am, M-Star, Maico sales, serv. & parts. Big acces. dept. Wiseco pistons, cyl. boring. Hi-Point, Bell, Sidi, Hallman & more! UPS daily, T-F 8:30-6:30, Sat. 8:30-4:30, 6810 1st Ave. N., Birmingham, AL 35206. (205) 836-0232 or (205) 833-6299.

California Dealer

DUCATI RACING & STANDARD — wholesale/ retail; twins only. Conti/Dellorto/Verlicchi/Brembo. Alloy; tanks/air-caps/fork-braces/sprockets. Clutches/cables/gaskets/shims/cambelts/etc. Tues.-Sat. 10:30-6:30. Ducati America. (714) 898-1211.

California Dealer

DUCATI SPECIALISTS — parts, accessories, tech. advice for all twins/singles. Famous clear bevel covers, 'Desmo or Gizmo' tees. Guzzi, Norton, Triumph parts. UPS daily. Eurosport, 11576 SW Barbur Blvd., Tigard, OR 97223 (503) 245-1377.

California Dealer

FOR THE ENTHUSIAST. Authorized dealer for Laverda, Cagiva, Ducati, Benelli, European Cycle Specialties for sales, service, parts, accessories. 10301 Garden Grove Blvd., Garden Grove, CA 92643. (714) 530-2712.

South Carolina Dealer

RAY'S SUZUKI/KAWASAKI — Suzuki, Kawasaki & Husqvarna — largest parts inv. in central South Carolina. Enduro Hdqtrs. Repairs on most major brands. Daily UPS service. Tues. thru Fri. 9-6, Sat. 9-3, closed Sun. & Mon. 1050 South Pike West, Sumter, SC 29150. (803) 469-2573.

Tennessee Dealer

CYCLE PRO RACING — Husqvarna sales, parts and complete service department. Husky products headquarters. Free shipping on parts & accessories. Same day UPS. COD, MC, Visa. 3501 Sutherland Ave., Knoxville, TN 37919. (615) 522-2050.

'84 RZ350 800 mi. — Leathers

One race, D-Products lines, damper, fork springs; Boyesens, Metzlers, bearings, gearing, many spares, extras. Dainese Gone leathers, 6' 180 lbs., perfect. Bike, \$1700/OBO, leathers \$300/OBO, Southern MD. (301) 934-1484. (308)

1972 GUZZI AMBASSADOR 900, dressed, many extras, \$1200. (804) 522-6112 days, (804) 846-2631 evenings. (108/09)

DUCATI SINGLES, '73 350 SPRINGER RUNNING, '72 450RT Desmo apart, extra motors, frame, wheels, parts, manuals. \$450 for all. (804) 522-6112 days, (804) 846-2631 evenings. (108/09)



Knight Yamaha

1979 500, new frame, Dunlops, just built, must sell, \$2400. (804) 288-5540. (108)

Collectors Look!!

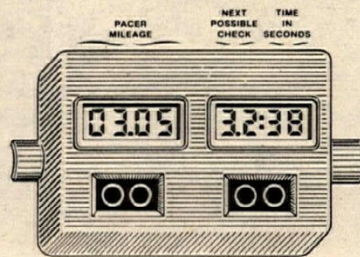
1972 H2R. This is a good one. First reasonable offer takes it. (614) 344-0410, ask for Mark, 8a.m.-4p.m. (614) 366-7758 after 5p.m. (108)

'86 Huskys!

Largest selection of Huskys in this area! Some '85s in stock. All priced to move! HUSQVARNA SPECIALISTS, (805) 322-7878. (108/09)

★ KTM ★ KTM ★ KTM ★

SALES-SERVICE-PARTS-MAIL ORDER SERVICE! Ohlins shocks dealers. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (209/TFN)



Trade Up and Win

Eliminates need for rollchart and clock with THEE COMPUTER. \$200. Trade in your Combo and save. COUNTDOWN. (818) 348-8381. (201EOTFN)

1982 Yamaha XT550

Bought new August, 1985. 1975 miles, \$1095. (714) 597-6201. (108)

1985 YAMAHA YZ490, ONLY 20 RIDES, new Dunlops, Boyesen reeds, original bore, new rings. Excellent condition, \$1450 firm. Call evenings and weekends (818) 368-5232. (108/11)

1986 Kawasaki KX125

Like new, only raced 3 times. New rings, new M-22, M-23 tires. \$1600. (213) 426-8625. (107/08)

Yamaha TZR250R

Latest direct from Japan. Only machines available. Immediate delivery. See February Cycle Mag Tokyo Show. Delta box frame, reed-valve induction, 278 lbs., the ultimate RD. Call Brian Zeky, Gran Prix Ltd., P.O. Box 186, Craryville, NY 12521. (518) 325-3242. (107/08)



Championship Training: Brad Lackey's complete program plus fitness info for all sports, \$9.95. Images: Grand Prix motocross; over 60 pages, \$14.95. Lackey Motocross: 224 pages, 400 photos, \$11.95. Schreiber Trials: 192 pages, 400 photos, \$12.95. Leavitt Trials: 160 pages, 400 photos, \$9.95. Domokos Wheelin': 144 pages, 12 color pages, \$7.95. Postage \$1.50, 60¢ each additional. Free descriptive flyer. Cleansheet Enterprises, P.O. Box 241C, Tarzana, CA 91356. (246/NWX/TFN)

'83 Honda CR480

Runs great, must sell, \$800. (213) 431-7807 days. (307/09)

Patrick Products

H-D XR750 — Aluminum primary covers, \$75; aluminum clutches, \$325; aluminum pressure plates, \$75; crank pins, std., .002, .004, \$45; high volume oil pumps, \$250; cam lobes, \$185; smooth-bore carbs, \$260/pair; pipes, 1 1/2"-1 3/4", complete, \$170; fork clamps, \$145/set; aluminum fork stems, \$70; headers with aluminum megaphones. ROTAX — Cams, \$125; smoothbore carbs, big, \$135; pipe, new design, dyno-tested, \$165; valve springs with stainless collars, \$75. Call (513) 878-0061 or (513) 898-8084. (305/09)

1981 KAWASAKI 750, FULL CAFE FAIRING, custom seat, Kerker, K&N, rejetted, new engine, tires, battery. 14K miles, \$1495. (213) 379-4594. (108)

XR750

Axtell, Lawwill, Ceriani, many extras. See bike at Busch 1/2 mile or call Rick, (813) 545-2366. (308/10)

1985 VF700 INTERCEPTOR ENGINE COMPLETE, 3600 miles, \$800/OBO. Also swingarm, rear wheel, body parts. (707) 468-8323. (108/09)

2 1980 XR750s

Race ready. New pistons and sleeves, Branch heads, Lawwill and Patrick cams and clutches, extra pipes, carbs and more. Call (714) 822-8737 days, (714) 877-5118 evenings. (106/09)

1985 Honda RS250

Very fresh, race ready, with spares. It will be at Daytona. Call Curly, #47 Formula II, (203) 322-3670 days, (203) 322-6540 evenings. (308/09)

OHILNS SHOCK, FITS 1985 HONDA CR500. New, \$200, will ship. (609) 586-9439. (108/09)

SUZUKI RGB500 MARK 7 FOR FORMULA I, low mileage, race ready, many spares, must sacrifice, \$5000. (317) 251-1661 after 6p.m. (108)



White Power Revolution '86

You too can join the White Power Revolution and switch to the world's finest motocross suspension. Many of today's top privateers have switched to White Power, and you can join top riders like Larry Brooks, Todd Harrell, JoJo Keller, Ron Dunfee, Scott Manning, Jeff Hicks, Mike Beier, Robert Naughton, Mike Larson, Drey Dirks, Russ Wagman, Bryan Brunner, Willie Surratt, Shane Trittler and many more. All these top riders are using White Power Super Adjuster Shocks, and many use the White Power 4054 forks. All of the White Power suspension products have been highly refined for '86, and offer suspension control that cannot be matched by production, works, or any aftermarket products. If you'd like to join the White Power Revolution, call White Bros. at (714) 895-1991. But do it now — your competition will be calling too! (208/09)

Trailer — 2 Rails

Excellent condition, spare tire, \$130. Ask for Conrad, (213) 730-9604 weekdays. (108)

1983 Honda CR480, Must Sell

Excellent condition, hardly ridden, like new. With truck ramp and bike stand, \$1200/OBO. (714) 829-2945 days. (108)



TZ500J With Spares \$6000

(317) 849-8405. (306/08)

PARTS FOR SALE: 1979 CB750F complete engine for parts, frame and front end. Also parts for VF750F, VF500F, VF1000R. Call (312) 622-4559 days, (312) 525-6211 evenings. (108/09)

BSA Triumph Norton

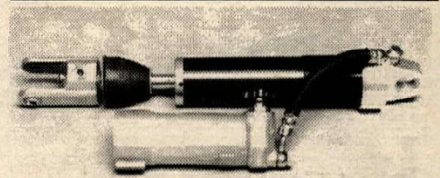
1967 441 Victor, \$900. 1966 441 Victor, \$500. 1979 750 Bonneville Special, \$1500. 1974 Trident, \$1450. 1958-9 500cc Triumph, best offer. 1974 850 Norton Commando, \$1200, will negotiate. Illinois, (309) 662-3072 evenings. (108)

'83 GS750ES Superbike

Yoshimura, Cal Fab, EPM, Fox, PM and more spares. Must sell, \$2500. (314) 227-1404 after 6p.m. CST. (308/09)

Free Big Bear Lake Lodging

Buy a Honda from Big Bear Honda and you a guest will spend the night free in a Big Bear Lake Lodge. Then go ride!! ATC, ATV rentals. (714) 866-7554. (308/09)



HT Racing Steel Shock Body

Now you can make your stock K.Y.B., Showa or Yamaha shock out perform the expensive aftermarket motocross shocks for a third of the price. HT RACING PERFORMANCE PRODUCTS offers precision machined steel shock bodies as replacements for the aluminum bodies. HT Racing Steel Shock Body Kits retail for \$119. HT RACING PERFORMANCE PRODUCTS, 1120-G Cypress, La Habra, CA 90631. (714) 738-4813. Dealer inquiries invited. (303/08)

Start Racing in Style!

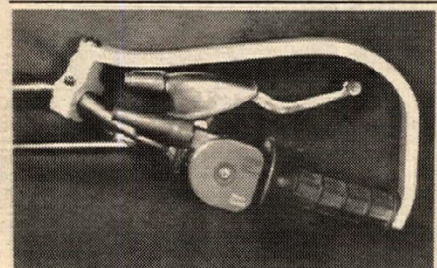
1986 KX60, ridden 3 times, like new! \$675. Also 1985 KX60, used for backup bike, complete new engine, \$575. 1984 CR60, ridden 6 times by play rider, like new! \$475. Call after 6p.m. or leave message. (714) 891-0187. (108)

1983 Honda CR250R Parts

Stored 2 years. Front wheel, tire, brakes, \$80. Rear wheel, tire, brakes, \$85. Forks, \$90. Frame/title, \$90. Swingarm, \$50. Tank, \$30. Cliff after 7p.m. or weekends, (503) 645-6808. (308)

1981 YAMAHA YZ125H, LOW HOURS, SUSPENSION KITS, excellent condition, \$500. Not used in 2 years. Mike, (213) 921-1388, 8a.m.-4p.m., (714) 838-5523, 7-10p.m. (308)

1982 YAMAHA YZ100, BRAND NEW-tits still on tires, \$800/OBO. (714) 997-1535. (108)



Aluminum Brush-Gards \$39.95

Trim, lightweight, rugged. Free replacement warranty. At your dealer or direct. Enduro Engineering, Inc., 3635 Hillside Road, Ypsilanti, MI 48197. (313) 434-0550. (108/11)

1984 KTM 250MX. BOUGHT IN APRIL, 1984, ridden twice and put in storage 'til now. Must see, looks new, perfect mechanical condition, \$1200/OBO. (415) 372-0741. (108)

'85 VF500 Interceptor

Excellent condition, looks brand new, never raced, box stock, red, 4300 miles, no scratches, must sell, \$2200. (714) 970-5493 after 6p.m., ask for Kit. (5AAA)

1986 Honda CR500

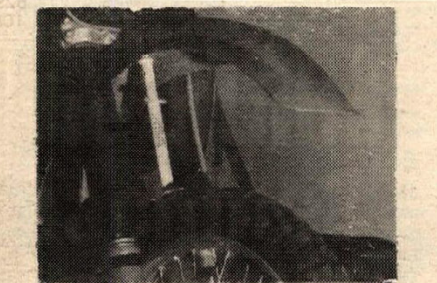
Too much power for 50 year old rider. Like new, \$1980. (213) 869-0921 days, (213) 923-5824 evenings. (308)

★ Dyno For Sale ★

Hartzell Model 310 Mark II motorcycle dynamometer. Self-contained unit with full instrumentation, digital readout and 2 cooling fans. Freshly calibrated, excellent tool for analyzing stock and performance bikes. Approximately \$2500 new, asking \$1095. Call Jim, (818) 956-0698, Tuesday-Saturday. (208/11)

'81 Suzuki Katana 1100

Turbo, no compromises, custom chrome, yellow paint, fast and dependable, \$3495. RACEWAY HONDA, 251 N. Perris Blvd., Perris, CA 92370 (714) 943-2061. (208/09)



NEW FORK SAVER. STOP FORK SPRING SAG: FULLY ADJUSTABLE. \$19.95 AT YOUR DEALER or direct. ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92530. (714) 674-4335. (246E/TFN)

Honda Auction Purchase

All new from 1976 to 1986. 54 crate damaged motorcycles, on- and off-road at prices to you as low as 50% of original retail. Call collect for model availability. RACEWAY HONDA, 251 N. Perris Blvd., Perris, CA 92370. (714) 943-2061, ask for Al Thompson or Tom Brunner. (208/09)

SAFETY WIRE PLIERS: Top quality, with auto-return and cutter. Very limited quantity at \$49.50 each. UPS, COD. (312) 541-9630 days. (308/12)

'86 KX500

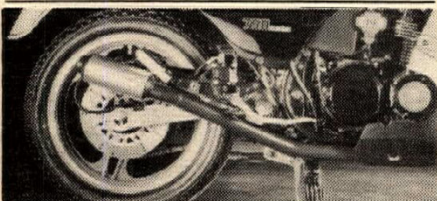
Excellent condition. (714) 993-5454 days, (714) 996-3241 evenings. (308/09)

Laverda — Spring Sale

NEW '83 Laverda 1000RGS, \$4800. DEMO '83 Laverda 1000 Eurospec Corsa, 9300 miles, \$3750. \$100 additional discount on either bike with this ad. WOODS MOTOR SHOP, 525 W. Colorado St., Glendale, CA, (818) 956-0698, Tuesday-Saturday. (208/09)

'85 Husky 4 Stroke

Mikuni carb, Up Tite pipe, excellent condition, \$2195/OBO. Ask for Keith, (213) 646-0636 days, (213) 836-0221 evenings. (308/09)

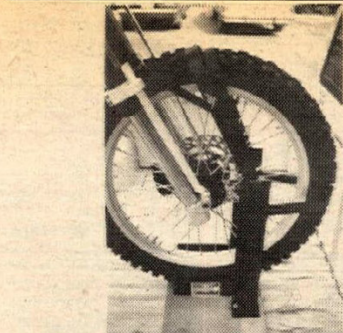


D&D Kawasaki 750 Turbo Exh.

10% extra hp, saves 20 lbs., 4 into 1. (800) 327-1109. Injection boost kit also available. (206/EOI)

1983 Honda CR480

Like new, must see. \$950. (619) 245-8814. (108)



New: ATK Bike Shoe

US Patent No. 4437597. Secures and locks the bike on your pick-up, van or trailer without the use of tie-downs in seconds. Bike never moves because suspension of motorcycle absorbs all impacts. By means of a padlock, bike cannot be stolen even if front tire is flat. Introductory price, \$79. ATK Leitner Corporation, 723 Laguna Canyon Rd., Laguna Beach, CA 92651. (714) 497-7525. (208/09)

★★ '85 ATC200S \$750 ★★

I've ridden the ATC about 10 times and I love it, but I need the dough! The ATC is absolutely stock except for new grips. Make offer!! Call Steve at (213) 438-3253. (5AAAA)

Motorcycle Trailer For Sale

3 rail, licensed, lights, spare tire, suspension, loading ramp. \$300 firm. Call Jim, (818) 353-3226. (308)

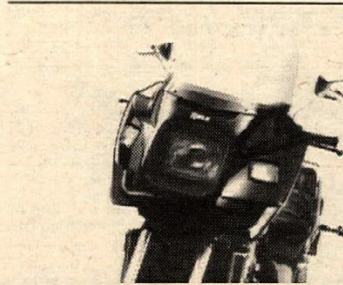
Wanted: 1986 Honda CR500

California, Nevada or Arizona. Call Eric, (714) 241-9922 work, (714) 472-9717 home. (308/09)

Panther — Honda 500XR

1984 Panther frame, Marzocchi, Kosman, adjustable clamps, Works, Grimeca, Branch head, Megacycle, Lector, fresh engine and new paint, \$3700/OBO. Must sell, need money for college. Dave, (208) 384-1888, (208) 384-7415. (308/09)

PERFORMANCE MACHINE BRAKES, 13" discs, brand new, \$300/pair. 11" disc, \$75. Front m/c, new, \$65. Also BMW parts. (602) 829-0181. (308/09)



Rifle's Sport Faring

Cuts wind drag 16.2%, 24" wide, 8 lbs., streamlined turnsignals, storage compartments, clear headlight cover, windshield and headlight adaptor choice. \$259. Free information, call (805) 239-4235. (108/EFI)

Turbo Collectors!!!

1984 Kawasaki 750 Turbo, 1982 Yamaha Saca Turbo, both perfect. Manuals, brochures. \$5000 for all. (916) 893-8631. (108)

'85 Yamaha RZ500 Mint Cond

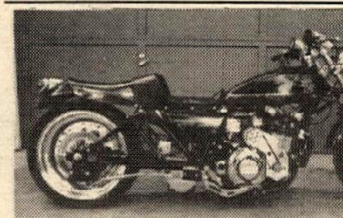
Low miles, never raced, perfect condition. Must sell (divorce). First \$3500. Call Ernie, (714) 840-8682. (108/09)

New Godden Speedway Bike

Only a few races on new Division I centerport Godden. Best of everything, \$2500. (408) 449-7023 evenings. (108)

2 '75 YAMAHA RD350s, ONE RUNS, \$425/OBO. One needs parts, \$200/OBO, or \$550 for both. Speedway Jawa 4-valve, clean, \$1000. (714) 594-3638, (714) 981-4467. (108)

WANTED TO BUY: 1 PIECE LEATHERS, 130 lbs., 5'4". Call Mark C., (916) 369-8407, (916) 453-1332. (108/10)



New Kawasaki Turbo Dragbike

Best of everything, many trick parts, custom paint, ready to race. For more information, call (813) 949-3349. (108)

FOR SALE, FACTORY BULTACO ASTRO AND PARTS. Many flattrack parts. Call for list, (205) 821-2535. (108)

100HP 750s: '80 Suz, '72 Kaw

GS816E, Wiseco kit, complete rebuild, ported, Kerker, Deral cooler, Barnett clutch, 30 lbs. lighter, Dunstall fairing, Krauser sportbags, \$1700. H-2, Wisecos, chambers, 34mm Mikunis, mags, dual discs, 400 lbs., \$1500. (703) 285-2309 days, (304) 728-7218. (108)

Ducati Parts

Parting out 1982 Ducati 900SS. Call for prices after 7p.m., (203) 741-3206. (108/09)

California Dealer

RACERS CHOICE — best prices in O.C. Outstanding selection RR/MX access/supplies. Bores/shock rebl'd/seat reprd. Courteous service/quality products. Mail orders, VISA/MC accepted, UPS daily. 2701 Orange, Unit P, Santa Ana, CA 92707. (714) 540-2911.

California Dealer

SIMI VALLEY CYCLES — Yamaha/Suzuki/Husky dirt & street bike sales. Hard to find FJ1100s in stock. Call us before you buy. Open Tues.-Fri. 9:30-6, Sat. 9:30-5. 2902 Los Angeles Ave., Simi Valley, CA. (805) 522-3434.

California Dealer

SOTERIA CYCLE — Orange County's newest M-Star dealer for all your dirt bike needs. We feature all the best in aftermarket products. 3303 Harbor Blvd., F1, Costa Mesa, CA 92626. (714) 540-4286.

California Dealer

WHEELSMITH MOTORCYCLES — M-Star/Maico Sales, parts & service. Ohlins specialists, full line of accessories, race products, pipes, porting & Maico modifications. 7722 Talbert Ave., Unit E., Huntington Beach, CA 92647. (714) 841-3258.

Georgia Dealer

BMW by W.C.W. — Georgia's exclusive BMW shop in same location for over 15 years. Specialists in BMWs from vintage to K100 Superbike. Complete BMW pts. & tour acces. in stock. UPS daily. WAGONER CYCLE WORKS, 193 Pike St., Lawrenceville, GA 30245. 9-6 daily (404) 963-9868.

Georgia Dealer

CAN-AM — Call for details on our rider support program for enduro, MX, trials, H.S., road race & tour riders. We do it all! We are at SE & TRA events. UPS daily. Fredericks Cycle Center, Hwy. 29 (Atlanta Hwy.), Winder, GA 30680. (404) 867-4563.

Georgia Dealer

CONTINENTAL CYCLES — BMW, Suzuki, Cagiva, Moto-Guzzi, Vespa, Garelli Sales & service. Same day UPS service. Monday-Saturday 9 am-6 pm. (404) 429-1800. 1395 Church St. Ext., Marietta, GA 30060.

Georgia Dealer

CYCLE SOUTH — Metro Atlanta's exclusive CAN-AM dealer. Street acc., dirt/street apparel & large stock dirt acc. Crank/shock rebuilding. Service off-road & street bikes. 10% discount to SE & TRA members on parts. 6722 Hwy. 85, Riverdale, GA 30274. (404) 991-6642.

Georgia Dealer

CYCLE SPECIALTIES OF ATHENS — Ducati, Cagiva, Laverda, Moto-Guzzi, Moto-Morini & Benelli sales & serv., Pirelli tires. S.E. largest parts inventory-same day UPS service Mon.-Fri. 9 am-6 pm., Sat. 10 am-2 pm. 260 Commerce Blvd., Bogart, GA 30622. (404) 543-0235.

Georgia Dealer

CYCLE SPECIALTY CO., INC. — Yamaha, Suzuki, Husqvarna. Same day crank rebuilding & cylinder boring. Fast UPS. Mon-Wed.-Fri. 10-6; Thurs. 10-8; Sat. 10-4. Located only 6 mi. south of I-285 at 1852 GA Hwy. 85, Fayetteville, GA 30214. (404) 461-3541.

Georgia Dealer

FREEWHEELING HONDA — We will not be undersold! Metro Atlanta's top Honda dealer. CR Support, MX & enduro specialists. CBs, XRs, CRs, we race what we sell. Big parts inv. UPS daily. 9-6 M-F, 9-5 Sat. Visa & M/C. 873 Bankhead Hwy., Mableton, GA 30059 (404) 948-0616.

Georgia Dealer

PRO CYCLE & ACCESSORIES — Metro Atlanta's dirt/street headquarters, M-Star & Cagiva sales & serv. Maico parts. Acc., for all brands. Mon.-Sat. 9-6. UPS daily. Visa & M/C. Located in New London Plaza, Hwy. 78, Snellville, GA 30278. (404) 979-7708.

Delaware Dealer

FLAT TRACKERS let us hear from you! We request your input on which products to stock to accommodate your needs. We also carry parts & accessories for all types & brands of motorcycles. REHOBOTH CYCLES, Rt. 1, Box 326, Rehoboth Beach, DE 19971. 302/227-8484.

Florida Dealer

BEACH SPORTCYCLES-YAMAHA & HUSQVARNA. Florida's most aggressive Yamaha Team Ctr. & Husky shop. YZ/Tri-Z & Husky parts in stock. Cyl. boring, shock & crank rebuilding. Daily UPS. Competition Hotline (305) 631-5575. 1127 A. West King St. (SR 520), Cocoa, FL 32922.

Florida Dealer

FLY TO ORLANDO and ride your new Gold Wing home. Best prices anywhere. HONDA OF ORLANDO — 1802 Edgewater Dr., Orlando, FL 32804. (305) 841-8641.

Georgia Dealer

M.A.S.H. — Parts & accessories for all Japanese, Harley & British bikes. Specialize in hard-to-get parts. Now at two locations: 5095 D Buford Hwy, Doraville, GA 30340, 404/451-3303 & Hwy. 92, Woodstock, GA 30188, 404/926-7588. New Smyrna location to open in Spring.

Louisiana Dealer

SUZUKI/HUSKY/KTM — 2 stores jammed full of bikes, parts, clothing, acces. & know how! Porting, boring, shock rebuilding. MX, End., Drag & ATV Specialists. Big parts inv., we ship FAST, UPS daily, reasonable prices. Suz. of Shreveport/Bossier. (318) 742-0218 or (318) 635-9731.

Louisiana Dealer

SPROCKETS & CHAINS — Our Specialty for most all late model brands of bikes and 3-wheelers. Check our prices & free freight policy on orders of chain & sprockets together. UPS, M/C, Visa. Mike's Cycle Supply, 5751 Evangeline St., Baton Rouge, LA 70805. (504) 355-4525; out of state (800) 367-5209.

Maine Dealer

STREET CYCLES, INC. — BMW, Suzuki & Harley-Davidson. Parts, Serv. & acc. Steinmark Leathers/Eclipse Luggage/Frank Thomas Boots. Tues.-Fri. 9-8, Sat. 9-5. 405 U.S. Rt. 1, Falmouth, ME 04105. (207) 781-4763. The Maine Motorcycle Connection. 7 mi. so. of L.L. Bean.

Massachusetts Dealer

BETTENCOURT'S HONDA — Suz., KTM/Pen., Husky. Full Bore & Hi-Point Acces. Trail riding headquarters for southern Mass. Mon.-Fri. 9-9, Sat. 9-6, Rt. 28 at Jct. Rt. 106, W. Bridgewater, MA 02379. (617) 587-1701 or 583-9689.

Massachusetts Dealer

800/343-1374 (NAT) — Kawasaki, KTM, Husqvarna and Suzuki motorcycles, shipped daily. All parts, accessories and services to go with them from the largest MX dealer in the Northeast. CYCLE DESIGN — (617) 249-2200

Michigan Dealer

CORKY'S CYCLE SALES — Bultaco, Can-Am, Derbi, Sachs/Hercules sales/service/parts & accessories. Hours June 15-Aug. 31, Tues.-Fri. 10-6, Sat. 10-2; Sept. 1-June 14, Tues.-Fri. 4-8, Sat. 10-2. UPS/COD. 17324 Hickory, Spring Lake, MI 49456. (616) 846-5780. Corky Root, Owner.

Michigan Dealer

FLINT INDIAN SALES — Norton, Ducati, KTM/Penton, Matchless, Moto-Guzzi, Greeves, DKW, AJS & Premier. Mon. & Fri. 9-8, Tues., Wed., Thurs. & Sat. 9-6. 923 N. Saginaw, Flint, MI 48052. (313) 232-9521.

Missouri Dealer

KAWASAKI OF MISSOURI — Largest Team Green parts, bikes & accessories inventory in Mid-West. Overnight or UPS daily. Visa or M/C on phone orders. Cylinder boring, sleeving, crank rebuilding and shock serv. Kawasaki of MO, 1016 Vanwood Way, Columbia, MO 65202. (314) 875-4445.

Aircraft approved, stainless. \$13/1 lb. can, state
size!! Send check or money order with return
address to: Craig Johnson, P.O. Box 477, Bellaire,
TX 77401. (306/09)



Attn Interceptor, GSXR, RZ
SERIES RACERS! The TMC RACE SHOP has a special on MICHELIN HI SPORT TIRES, available NOW through MARCH at DEALER COST. Also we have the parts and modifications for your bike. Call or write for our free CATALOG. 1091 Aviation Blvd., Hermosa Beach, CA 90254. (213) 372-8175. (107/08)

Sprockets*Sprockets*Sprockets

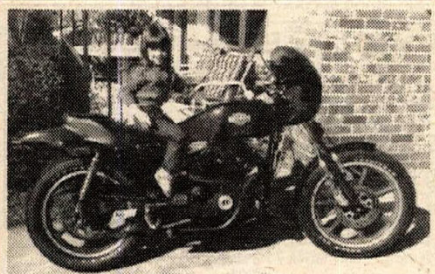
Rear sprockets, 520 chain size, all popular late model dirt bikes. \$16.95 to \$35.95. Countershaft sprockets, \$5.95 to \$11.95. RK o-ring chain \$42.95 to \$44.95. Freight prepaid, UPS COD. Visa, MasterCard. Mike's Cycle Supply, 5751 Evangeline Street, Baton Rouge, LA 70805. 504/355-4525. 800/367-5209. 2-30/TFN

New Ninja 900 \$3200

Well, almost new. Just 2500 miles, all original equipment plus Targa bras. Always garaged, must sell. Call Matt after 6 p.m. at (213) 490-0012. (5A)

Cheap Yamaha IT175

1978 IT175 w/10" travel front and rear, plus many extras. All original parts, \$450. Call Matt after 6 p.m. at (213) 490-0012. (5A)



1977 XLCR Sportster

Runs like new, 7500 miles, \$2500. (803) 269-7188. (108)

WANTED: DUNLOP ALLOY RIMS WM2/19" 40-hole, for Velocette/full-width hub Norton. P.O. Box 217, Muncy, PA 17756. (717) 546-6967. (108)

1985 CR500 Rolling Chassis

Mint condition, maximum 10 hours on bike. Motor good for another project. Make offer. (714) 971-1231. (108/09)

Triumph Silver Jubilee

One owner, 14,000 miles, first class condition, \$2500/OBO. (803) 576-1847. (308/09)

INTERCEPTOR PART OUT — CHEAP! Low miles, trick candy urethane paint, all parts good. (412) 439-3067. (108/09)

Triumph Parts — Garage Sale

Daytona 500 Vintage racer. Factory c/r 4 speed, electronic ignition, Fox shocks, fresh motor and tires. A steal at \$800. BSA III cases, 650 forks, aluminum triple tree, drums and disc hubs w/al. rims, tachs, speedos, '78 Bonny tank, T160 rr. hub. Trident con rods and more, not sentimental about prices. (602) 897-8032. (108)

Runs like the Hammers of Hell

EML sidecar, BMW R100 engine, turbocharged, Krauser 4-valve heads, 1108cc kit, custom nine gallon gas tank, extra five gallons in sidecar, sound system, custom fiberglass, much more. \$8500. Call Bob, days, (319) 338-2568. (308)



'85 SUZUKI QUADRACER PLUS TILT BED trailer. Both in good condition, \$1500. Must sell. (615) 552-4664, 12-7p.m. (108)

2 1986 RM125 1 1986 RM250

1 stock RM125, \$1300. 1 fully modified by R&D Suzuki, \$1500. 8 rides on 250, has modified shock and forks, \$1800, all prices firm. (213) 316-9932, ask for Mike. (108/09)

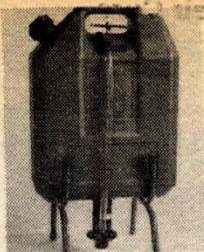
Ninja 600 Wreck

Engine, forks, wheels OK, \$1100/OBO. Call mornings, (313) 627-4275. (308/09)

4-STROKE HUSKY 510TX. LIKE NEW, some extras, \$2250. Auto 420 Husky, wife's bike, low miles, \$1050. Call after 7p.m. (209) 759-3784. (108/11)

★ Arai Helmet Sale ★

Arai Super-Vent, replica, \$169.95. Super-Vent, solid colors, \$149.95. LaBard & Underwood, the Honda Superstore, 321 E. Imperial Hwy., La Habra, CA, 3 miles west of the 57 Freeway. (208/09)



Fast Fill Gasoline Dump Can

3 gallon, \$54.95. 5 gallon, \$59.95. Stand, \$19.95. AMA approved. CLAIREMONT CYCLE SUPPLY. (619) 571-0155. (208/09)

Wanted RM465 or RM500 Suz.

Motor only, any condition. Call after 5 p.m. (619) 398-0970. (103/12)

**** Hodaka Parts ****

Shipped ANYWHERE UPS. 24 hour answering machine. We'll call back! PHILIPPE SERVICES (714) 582-8332. (234/NW/TFN)

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1985, many extras, desert ready, very clean, must sell. \$1975. (714) 842-3005. (307/08)

XR750 Harley

Will trade for street bike. (319) 753-6725, Steve. (301/08)

'82, '83 GPz550 Parts

New Cal Fab swingarm, new Yoshimura cams, Fox shock, ported head, Dynojet carbs & filters, Morris mags, rain wheels, TZ discs, Spondon calipers, bodywork, frame with title. More race & stock parts. Call evenings, (309) 797-1258. (308/09)

2 Camel Pro XR750s

\$4500 each. Peel, Axtell, Lawwill, Grimeca. All the very best and fresh. Lots of extras, wheels, rods, cranks, heads. (316) 225-2173. (108)



2 Pair \$99

or \$59.95 each. These are not econo type pants. 500 Denier nylon, leather knees, sewn on letters, full lining, spandex sides, knee/shin guards, hip pads, your choice of colors. 24-40 even sizes, bike brand or plain leg. Satisfaction guaranteed. (619) 727-7220, California. (800) 523-8205, US. (108)

1983 Honda CR480

Excellent condition, set up for desert, \$900/OBO. (714) 786-2052. (308/09)

'85 SUZUKI RM125, EXCELLENT CONDITION, very low hours ridden. Fast sale, \$950. (714) 661-6616. (308/09)

Kawasaki KLT250s

3 1984 ATCs. Very low miles, Special Editions, great condition, \$795 each. (213) 694-0320. (308/09)

1985 FZ750, (Canadian) licensed and titled in NJ. Red and pearl white, solo seat, Kerker pipe, K&N filters and jets, Progressive springs, Hi Sport tires, \$4200. (201) 796-6889. (308/09)

1985 HUSKY 250WR. LIKE NEW, 300 MILES, Bark Busters, \$2300. Michigan, (313) 733-5563. (308/09)

1983 HUSKY 175XC. LOW MILES, EXCELLENT CONDITION, \$800. Michigan, (313) 733-5563. (308/09)

1983 HONDA CR250, STILL ON STOCK BORE, ported, forks modified, Type 55 Bing, runs strong, \$700/OBO. In Hesperia, will deliver. (619) 948-1910. (108)



1960 TRIUMPH SPEED TWIN BATHTUB, museum quality restoration, \$4995. (818) 573-1254. (108/09)

'72 Penton 125, '70 Yam 650

Penton has original rims, fenders, etc., plus new lightweight rims and fenders. Bike has seen limited pleasure riding since new. Second owner. Yamaha twin has 750 kit, Mikuni carbs, alloy rims. Completely restored in 1977; lightweight, fast. Cleaning out garage, must sell. Both with some spares. (213) 397-0612. (108/09)

1985 HONDA CR500, 20 hours, like new, \$1300. (619) 450-1582. (108/09)

1985 HONDA INTERCEPTOR 500. Dennis, (714) 952-4648. (108)

TZ250G YAMAHA, NEW ENGINE, NEW SHOCK and front end. Never crashed, \$1500. Dennis, (714) 952-4648. (108)

Illinois Dealer

ACTION CYCLE — Trials & Team Green Center, 3 & 4 wheeled ATVs, street bikes, we have it all! Suzuki, SWM, Kawasaki, Can-Am, Beta, Fantic, Bultaco & Montesa. UPS daily. Call for free catalog. Machine shop service. Best prices! 817 West Union, Litchfield, IL 62056. (217) 324-6031.

Illinois Dealer

THE BIKE BARN — Can-Am, Husqvarna & SWM. Hi-Point products and Ohlins shock repair. Complete inventory of parts. Daily UPS service. Enduro & cross country experts to serve your needs. Bike Barn, Rt. 3, Morrison, IL 61270. (815) 778-3641.

Illinois Dealer

HALL'S HUSQVARNA — Husky dealer for 12 years. Large inventory — new & old model parts. UPS daily. Complete service dept. 22 years in enduro & dirt racing. Call Jay or Stan Hall. Hall's H-D Sales, N. Dirksen Pkwy. Springfield, IL 62707. (217) 528-0542.

Illinois Dealer

M.C.C. — MOTOR CYCLE CENTER, INC., HUSQVARNA & LAVERDA sales & serv. Parts IN STOCK. Expert shock service for OHLINS and others. Disc brake resurfacing. Performance machine shop. FAST UPS DAILY!! 1015 E. St. Charles Rd., Lombard, IL 60148. (312) 495-2273.

New York Dealer

HEID'S HODAKA AND BMW — New and used Hodaka parts. New BMW parts, sales and service. Crank rebuilding, cylinder boring and porting. UPS & Parcel Post daily. 9-8 Monday thru Friday, Sat. 9-2. Garnet Lake Road, Johnsburg, NY 12843. (518) 251-2110.

New York Dealer

MICRO BORE RACING — Husky, Maico, KTM & Tiger sales & parts. UPS daily. Westlake & Godden Speedway M/C's. Mon.-Fri. 10-6, Sat. 10-2. 6041 East Taft Rd., North Syracuse, NY 13212. (315) 458-2406.

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MELLON MOTORCYCLE CO — Husqvarna, Montesa, Chaparral parts, sales & serv. since '75. Enduro specialists, complete line of top quality accs. Ohlins serv. Daily UPS, 2-6 Mon.-Fri., 9-1, Sat. 1401 C Eastway Dr., Charlotte, NC 28205. (704) 536-9943.

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MOUSE'S CYCLE — Cagiva, M-Star & Maico Sales & Pts. All types of riding gear, MX, Enduro, Tour, etc. Support program for racers. ATV Prods. Service race or street. Shock rebuilding. UPS Daily. M-F Noon-10 pm. Visa & M/C. 166 Quail Pt. Dr., Hubert, NC 28539. (919) 326-4219.

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North Carolina Dealer

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Missouri Dealer

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Missouri Dealer

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New Jersey Dealer

LEGEND CYCLE, INC. — Cagiva, Husqvarna, Can-Am, Triumph, Maico, BSA, MX-Enduro-Road Accs. Porting, cyl. boring, crank rebldg., welding. UPS. Tues., Thurs., Fri. 10-9; Wed. 10-6, Sat. 9-4. Closed Sun. & Mon. 444 Route 23, Pompton Plains, NJ 07444. (201) 831-0535.

New Jersey Dealer

MR. CYCLE PARTS — Your M/C Dept. Store has grown! Gran Prix Leathers, devoted to M/C wear, road to race, in stock, why wait! Saving time & Hard earned \$\$ is what Mr. Cycle Parts is about. Sidecar Spec. Weekly Specials, UPS Daily, '84 Cat. 58 Throckmorton St., Freehold, NJ 07728. (201) 462-2016.

Ohio Dealer

HUFFMAN'S COMPETITION CYCLES — Riders' HQ. KTM, Husky & ATV s/s & Serv. New & used pts., 3-wheel race or ranch accs. Hi-Point, M. Smith + On & off-road accs. Cycl. boring, crank work, wheel align. & truing. UPS daily 9-9 M-F, 9-6 Sat. Loretta Ave., Maynard, OH 43937. (614) 695-5692.

Ohio Dealer

GLENN JORDAN'S MOTOR SPORTS — Harley-Davidson & Yamaha sales & service. 3760 Snouffer Road, Worthington (Columbus), Ohio 43085. Call Glenn for the best deal around (614) 764-2453.

Ohio Dealer

LAIDIG'S CYCLE — European Racing/Performance Specialists. Moto Guzzi, Benelli, KTM, Montesa, CZ, Bultaco, Maico, Laverda, Can-Am. Speed equip., large parts inventory. UPS daily parts/service. We service all makes motorcycles. 384 S. Arlington St., Akron, OH 44306. 216/253-7555.

Ohio Dealer

LEWIS HUSKY BARN — Husqvarna s/s. & svc. 10% parts discount to AMA members. UPS daily. Mon.-Fri. 4-8 pm. Weekends by appointment. 3 mi. S.E. Ohio Tpke., exit #5. 2210 Recker, Perrysburg, OH 43551. Call About Our Rider Help Program. (419) 837-5465.

Ohio Dealer

MATHIAS CYCLE SALES & SERVICE — BMW, KTM, Husqvarna, Triumph & Husqvarna Chain Saws. Large inventory of parts, well equipped service shop. UPS, Mon., Wed., Fri. 9-6, Tues & Thurs. 9-8; Sat. 9-5. Rt. 2, Dover, OH 44622 (2 mi. N on S.R. 800). (216) 343-6411.

Ohio Dealer

PENTON HONDA — Honda motorcycles & Sachs parts. Home of champions! Hi-Point accessories & UPS service. Closed Sun. & Mon. Tues., Wed., & Fri. 8:30-6; Thurs. 8:30-9; Sat. 8:30-5. 1423 Forest Park Rd., Amherst, OH 44001. (216) 282-5108.

Ohio Dealer

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Ohio Dealer

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Ohio Dealer

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Ohio Dealer

BREYLEY YAMAHA, INC. — Yamaha motorcycles & Tri-motos. One of the largest stocked genuine Yam. parts & acces. inventory in U.S. Having trouble finding a part? Call us. UPS daily. 11035 State Rd. (Rt. 94), North Royalton, OH 44133. (216) 237-4543.

Ohio Dealer

BRUNSWICK SUZUKI, INC. — Suzuki motorcycle and Quad Runner sales, parts & service. MasterCard & Visa. UPS daily. 812 Pearl Road (Rt. 42), Brunswick, OH 44212. (216) 225-9223.

Ohio Dealer

CHIVINGTON HONDA/SUZUKI — Honda/Suzuki sales, service, parts & accessories. Specializing in the finest customer service in the Marion area. Store hours 9-6 Mon-Fri. 9-4 Sat. 245 Main St., Marion, OH 43302. (614) 382-3135.

Oregon Dealer

DUCATI SPECIALISTS — Parts, accessories & tech. advice for all twins & singles. Famous clear bevel covers & 'Desmo or Gizmo' tees. Guzzi, Norton & Triumph parts. UPS daily. Eurosport, 11576 S.W. Barbur Blvd., Tigard, OR 97223. (503) 245-1377.

Pennsylvania Dealer

B&B SALES & SERVICE & USA's largest Husky dealer in '84! KTM, Montesa & Now Yamaha. Large stock pts. & acces. Cyl. boring, porting, crank rebuilding. Same day UPS. Visa & M/C. M-F 9-8, Sat. 9-12. 791 Flory Mills Rd., Lanc, PA 17601. (717) 569-5764. Your pleasure is our goal!

Pennsylvania Dealer

B.P. CYCLES — Moto Guzzi, Montesa, Norton sales & service. New & used parts. MGNOC discount. Japanese used parts. Visa & M/C. UPS. (717) 921-2112, call after 5 pm ET. We buy wrecked street bikes. 1864 Rt. 22-322, Dauphin, PA 17018. 10 miles N. of Harrisburg on 322.

Pennsylvania Dealer

BLOCKER ENTERPRISES — Yamaha, Harley-Davidson. PA's largest Team Yamaha Center. Discounts to Team riders. Complete H-D clothing, acces. & parts inventory. Open Mon.-Sat. Rt. 248, Parryville, PA 18244. (215) 377-0440. UPS daily. Visa & M/C accepted.

Pennsylvania Dealer

DIRTY HARRY'S — KTM, Maico/M-Star, Cagiva. Lgst. KTM parts inv. in U.S. Same day UPS. All models in stock + BMX & Mtn. Bikes! Race prep specialists. T-F 10-8, Sat. 10-2. 757 Railroad St., Verona, PA 15147. 412/828-2667 or 412-828-1174. Ask for Dirt.

Pennsylvania Dealer

FRED HEISTAND MOTORS — Cagiva, Laverda, Moto-Morini sales & Serv. Bored with your Jap bike? Get to know what pride of ownership is like! Mon.-Fri. 8-8; Sat. 9-1. 734 Conestoga Ave., Mannheim, PA 17545. 1 mi. south of town behind Chrysler-Plymouth dealer. (717) 665-7100.

Pennsylvania Dealer

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Pennsylvania Dealer

BOB THOMAS HON/KAW OF IRWIN — Big pts. & Acces. inv. 1 Stop Shop. Lgst. stock of KX & CR pts. in East. Home of BT Racing. MX/ATV/Enduro support team. Disc. to team riders. UPS daily. Visa & M/C. M, T & Th 11-8, Wed & Fri 11-5, Sat 10-3. 9571 Rt. 30, Irwin, PA 15642. (412) 864-2800.

Rhode Island Dealer

RAZEE MOTORCYCLE CENTER — Honda, BMW, Moto Guzzi, Moto Morini, KTM, Husqvarna, Cagiva sales and service. Accessories and tuning for street, off road, and racing. 730 Tower Hill Rd., US 1, P.O. Box 293, N. Kingstown, RI 02852. 401/295-8837.

Pennsylvania Dealer

WESTMORELAND TRIUMPH, MOTO-GUZZI — Sales & Service. East Coast's largest Moto-Guzzi dealer, 3 New Low Cruisers, all models on display. parts shipped ANYWHERE! Westmoreland Moto-Guzzi, Triumph & Norton, RD #5, Greensburg, PA 15601. (412) 423-3496.

North Carolina Dealer

BREWER YAMAHA INC. — Team Yamaha Dealer. Great prices on YZ's and IT's for all racers. Plus 20% discount on parts. Free bike set-up. Located on Norlina Rd. (919) 492-8553.

COFFMAN'S

COFFMAN'S has available a full line of ATV high performance exhaust systems. All guaranteed for quality & performance. 39200 Seraphina Rd., Murrieta, CA 92362

(714) 676-4100

Daytona Superbikes

(Continued from page 11)

and controls, connecting rods, a close-ratio transmission and a dry clutch. They've also got an optional ported cylinder head for an extra \$2009, a hardened steel crankshaft for an extra \$895, and plugs for the generator and start motor holes in the crankcases (\$22 and \$1, respectively). Suspension parts are available on special order; Schwantz's Superbike has works Kayaba forks and a Fox shock.

Looking at the two bikes is neat; there are nice touches everywhere.

Most of the fasteners on the Suzuki are titanium; the bike is brought up to the 390-pound minimum weight with lead poured into the lower frame tubes. The Honda, on the other hands, has less titanium; engine mount bolts, for example, are steel, and the bike comes in at 390.

The Honda has flat-slide carbs with a plastic shield fitted between the carbs and the front cylinder head and radiator, keeping hot air away from the intakes. It's not known if the plastic shield will be included in the kit, and it's not decided if the kit carbs will be flat-slides or CVs.

More information on the Honda and Suzuki kits is available from Keith Reeves at Team Honda (213/604-2545) and from Yoshimura R&D of America (714/628-4722).

Honda VFR750 Superbike

Engine type Water-cooled, DOHC V-four
Bore x stroke 71x48.6mm
Displacement 769.8cc
Compression ratio 11.5:1
Carburetion (4) 32mm flat-slide Keihins
Horsepower 130 bhp @ N.A. rpm
Torque 55 lb.-ft. @ N.A. rpm
Valves per cylinder 4
Intake valve size 28.5mm
Exhaust valve size 25.5mm
Intake lift 9.5mm
Exhaust lift 9.5mm
Included valve angle 38°
Intake valve timing N.A.
Exhaust valve timing N.A. (measuring pt.) 1mm
Starting system Push
Battery rating 12V 4AH
Ignition CDI
Lubrication Wet sump
Redline 13,000 rpm
Primary drive Straight-cut gear
Final drive 525 o-ring chain
Gear ratios
Primary 33/64; 1.940:1
Final 16/44; 2.750:1

6th 23/28; 1.217:1
5th 22/28; 1.273:1
4th 21/29; 1.381:1
3rd 21/34; 1.619:1
2nd 17/32; 1.882:1
1st 15/35; 2.333:1
Rake 27.5°
Trail N.A.
Front suspension type Tele-scopic forks
Fork tube diameter 43mm
Front wheel travel N.A.
Rear suspension type Single-shock swingarm
Rear wheel travel N.A.
Front brakes (2) 12.2-in. float-ing-discs four-piston calipers
Rear brakes N.A.
Front wheel 3.50x16-in. cast magnesium
Rear wheel 4.50x18-in. cast magnesium
Front tire 12/60-16 Michelin slick
Rear tire 18/72-18 Michelin slick
Claimed dry weight 390 lbs.
Wheelbase 58.3 in.
Fuel capacity 5.3 gal.

Suzuki GSXR750 Superbike

Engine type Oil-cooled, DOHC inline-four
Bore x stroke 71x48.7mm
Displacement 771cc
Compression ratio 12.5:1
Carburetion (4) 36mm flat-slide Mikunis
Horsepower 131.6 bhp @ 12,000 rpm
Torque 60 lb.-ft. @ 9000 rpm
Valves per cylinder 4
Intake valve size 26mm
Exhaust valve size 24mm
Intake lift 9.0mm
Exhaust lift 8.5mm
Included valve angle 21°
Intake valve timing 22-42°
Exhaust valve timing 45-20° (measuring pt.) 1mm
Starting system Push
Battery rating None
Ignition CDI
Lubrication Wet sump
Redline 12,500 rpm
Primary drive Straight-cut gear
Final drive 530 o-ring
Gear ratios
Primary 75/43; 1.744:1
Final 42/14; 3.000:1

6th 24/20; 1.200:1
5th 25/19; 1.315:1
4th 29/20; 1.450:1
3rd 31/19; 1.631:1
2nd 32/17; 1.882:1
1st 34/15; 2.266:1
Rake 26°
Trail N.A.
Front suspension type Kayaba telescopic forks w/anti-dive
Fork tube diameter 43mm
Front wheel travel 4.7 in.
Rear suspension type Single-shock swingarm; Fox shock
Rear wheel travel 5.5 in.
Front brakes (2) 12.2-in. stain-less discs, dual-piston calipers
Rear brakes 8.7-in. venti-lated cast-iron disc
Front wheel 2.75x18-in. cast magnesium
Rear wheel 4.00x18-in. cast magnesium
Front tire Dunlop KR149 slick
Rear tire 3.85/6.50-18 Dunlop KR133 slick
Claimed dry weight 390 lbs.
Wheelbase 56.5 in.
Fuel capacity 5.0 gal.

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Fill in the Visa/MasterCard blank or send check or money order to:
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_____ "Beat The Blues" Jersey \$10.00 S M L XL
_____ "Anything Else Is History" T-Shirt \$7.00 S M L XL
_____ "Anything Else Is History" Jersey \$10.00 S M L XL
_____ 1974 Posterbook Newspaper \$2.00
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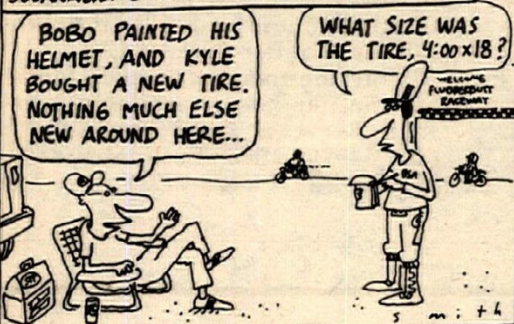
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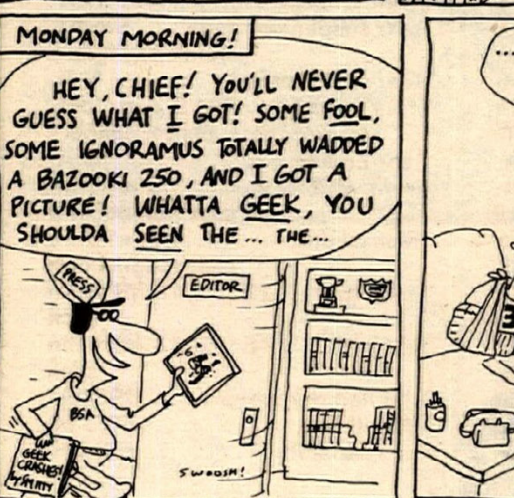
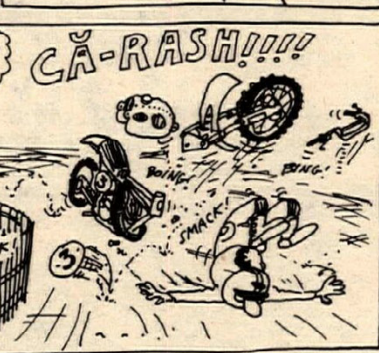
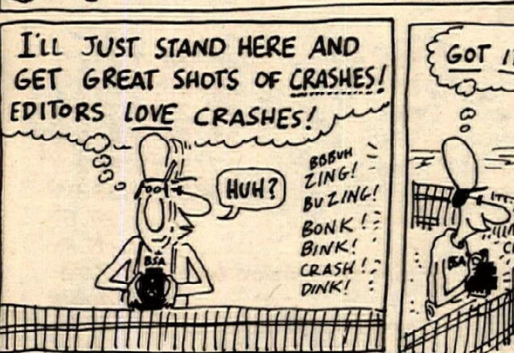
Product Order Grand Total _____



TEAM SMITTY, CUB REPORTER, IS AT THE LOCAL TRACK, MAKING HIS JOURNALISTIC ROUNDS FOR 'NEWS ITEMS'...



GEE-WHIZ, I'LL NEVER GET AHEAD IF I CAN'T GET BETTER STORIES THAN THIS...



Nat'l Papers

(Continued from page 3)

poppa has decided to concentrate full time on road racing, but he may have picked the most difficult race of the season in which to make his latest full factory debut.

Another team has official/unofficial Yamaha support. It's the second year for the effort called Super Team, and they'll field FZ750s for three-time Grand National Champion Jay Springsteen and two-time Grand National Champion Ricky Graham. Jay and Ricky have won close to 60 dirt track Nationals, but neither has ever won a National Championship road race. Jay did open many eyes with his Battle of the Twins victory at Daytona a couple of years ago. As late as mid-February there were conflicting statements as to whether or not Jay is actually going to race at Daytona. What else is new at Daytona time?

Rounding out the Super Team is England's Steve Parrish, a veteran road racer who'll be aboard a Yamaha he's bringing with him to Daytona from England.

Suzuki is back in the picture with Texan Kevin Schwantz, who once again gets an opportunity to race the big boys and prove that he is a real contender, along with Japanese Formula One Champion Satoshi Tsujimoto and twice-double (250 and 350cc) Road Racing World Cham-

pion Kork Ballington, originally from South Africa and now from England. Kork is more noted for his efforts on other types of road racing machines, but it is good to have him back at Daytona where his luck has been mostly all bad in the past.

In Formula Two (250cc) two-time 250cc World Champion (and once 350cc World Champion) Toni Mang from West Germany is a pre-race favorite. Mang, who was not at Daytona last year, has raced there on three other occasions and has finished second, third and fourth. He finished second to Spencer in the '85 250cc GP point standings.

Yet another World Champion will go to the line on Sunday afternoon, March 9. Riding a factory-backed Cagiva Superbike, sporting the Team Leoni banner, will be 1981 500cc World Champion Marco Lucchinelli from Italy.

In many ways this year's Daytona 200 has the most potential since the glory days of the big factory efforts over 10 years ago, or the match-up of Spencer and Roberts from a few seasons back, to be the race of the year. Hopefully it is not too much, too late for all to enjoy as we watch what might be the real birth of Superbike racing in America.

Who do I pick? The keys on the typewriter keep wanting me to put down Wayne Rainey. But these new typewriters have a habit, or a mind, of their own sometime!

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